RAILROAD

MARCH, 1968 MAGAZINE FIFTY CENTS

THE STORY OF SWITCH KEYS

BY CLIFFORD FUNKHOUSER

Would You Like to Take in $140 after Supper?

This is exactly what L. Burnett did while still employed. Here are his own words:

"I worked at my Duraclean business part time until I saw that I could make as much in a week as my job paid for a whole month. One night, after supper, I took in $140. Since going full time, I've had single jobs running $300 and more."

Mr. Burnett and one helper serviced this $140 "after-supper" job. The national price guide provides a Duraclean dealer a gross profit of $6 per hour on EACH serviceman plus $9 per hour on any service he himself renders. Your income is limited only by the number of servicemen you employ.

To own a business is much easier than you think. We show you how . . . step by step. The 24 page fully illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a *clear net profit* to you.

Start while Continuing Present Job

We furnish all the equipment...and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . . have a fast growing income . . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable...the electric Foam-ovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . . easy to start . . . so easy to service that women dealers often do it. We prefer you have no experience . . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you **step by step** how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of **your** services, builds **your** customer confidence and brings job leads to **you.**

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . . **before** someone takes your location.

Start Small, Grow Big...in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use **tested, proven** methods. **You have our backing and "know how."**

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a world-wide service. It spread because it was based upon (1) **superior processes** and (2) **proven customer-getting methods.**

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with **new life.** Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt, grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have **5 other services.**

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to **return your TOTAL investment.** If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in **your life.**

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Your Services Are Commended by

McCall's Magazine, Parents; American Research & Testing Laboratories...and by leading Carpet Mills & Furniture Makers

What Dealers Say:

Gerald Weihrauch: "Insurance job brought me $205.70 in single day. Another, $300".

Leo Barnett: "I started spare time and took in $140 in one night after supper. Now, full time, I can make as much in a week as I used to make in a month working for others".

Willis Tatro: "After two years of good profits we sold our business for five times the cost".

Arlin Rae: "I have work scheduled for three weeks in advance. I averaged $122 a day for the last ten days".

Blanche Blood: "Duraclean brought me security and an education for my daughters. We've done as much as $3,000 on a single job".

Loren Farris: "Did the carpeting in a furniture store in less than 3 days for $400. Now get all their customer business".

Robert Wheeler: "The professional quality of Duraclean Service has earned the respect of carpet dealers and wholesalers. I've earned $117.50 in an eight hour day".

Wilmer Suders, Jr.: "Building steadily. Last month grossed $2,012. One job came to $752".

John Szymanski: "Making 50% more than on any job I ever had. I've earned as high as $1,300 in a single week, as much as $2,700 on one job".

Ernest Shulda: "I never knew a company as eager as Duraclean to help their franchisees succeed".

R. Geisman: "Using the direct mail program we sold 10% on actual jobs. We also get a lot of referrals from happy customers".

Jerry Baker: "I don't know of any other business in which a man can make as much per hour".

Walter Parsons: "It would take a man years to build up the fame he gets automatically with the Duraclean name. It's a household word"

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The **value** of your dealership and franchise **grows monthly.**

FREE BOOKLET tells how to start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much **bigger income.**

Your location could be taken **tomorrow . . . so mail coupon today.**

Find Out with NO OBLIGATION

Mail this coupon TODAY

It may put you in business

Duraclean Co. 8-703 **Duraclean Bldg., Deerfield, Ill. 60015**

With no obligation mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

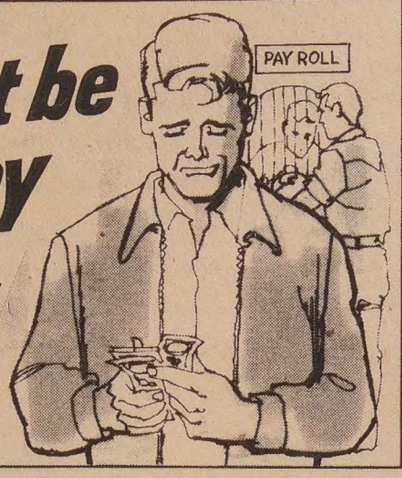
Name_____

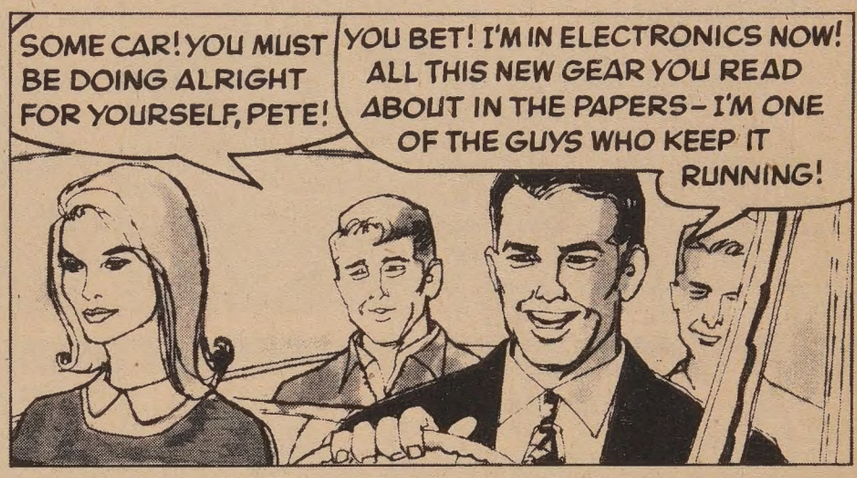
Address_____

City_____ State_____ Zip_____

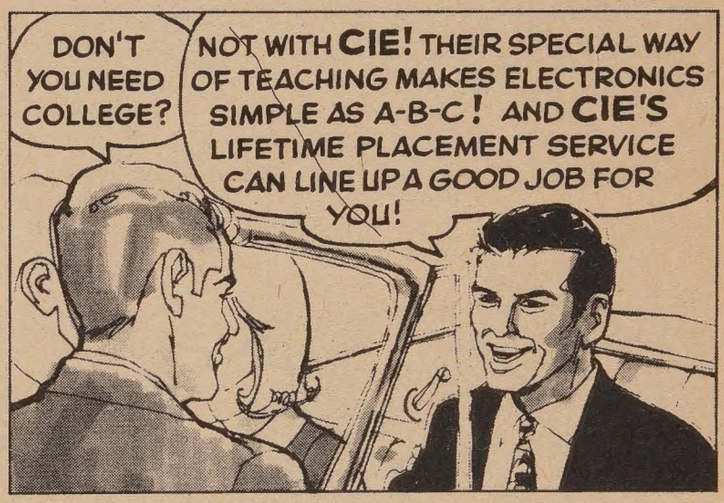
This can be your "Big Break" if you're a man who's ever said...

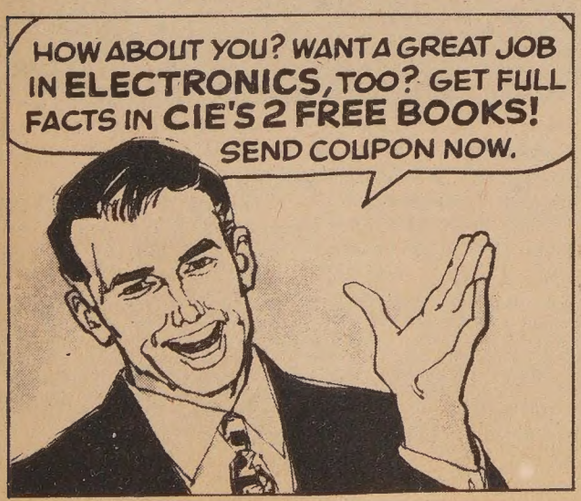
"There must be a better way to make a living!"




SOME CAR! YOU MUST BE DOING ALRIGHT FOR YOURSELF, PETE!
YOU BET! I'M IN ELECTRONICS NOW! ALL THIS NEW GEAR YOU READ ABOUT IN THE PAPERS – I'M ONE OF THE GUYS WHO KEEP IT RUNNING!

SOUNDS GREAT! BUT HOW'D YOU BREAK IN?
EASIER THAN YOU MIGHT THINK! I LEARNED EVERYTHING I NEEDED TO KNOW IN MY SPARE TIME, AT HOME... WITH CIE!


DON'T YOU NEED COLLEGE?
NOT WITH CIE! THEIR SPECIAL WAY OF TEACHING MAKES ELECTRONICS SIMPLE AS A-B-C! AND CIE'S LIFETIME PLACEMENT SERVICE CAN LINE UP A GOOD JOB FOR YOU!



CIE Cleveland Institute of Electronics
1776 East 17th Street, Cleveland, Ohio 44114

Please send me 2 FREE books describing opportunities in Electronics and how to prepare for them.

Name_____ Age_____
(please print)

Address_____

City, State, Zip_____

☐ Veterans & Servicemen: check here for G.I. Bill information

Accredited Member National Home Study Council AM-4

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 82, No. 5 MARCH, 1968 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ROGER ARCARA
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

ILLUSTRATED FEATURES

Photographs of the Month 13
Farewell to Luxury Rail Travel 16
Switch Keys ..... Clifford Funkhouser 18
Interesting Railfans No. 63: Don Wood 28
Old Caboose Now Used as Restaurant 36
Rosters of Illinois Shortlines ..... Sy Reich 52
Illinois Central Locomotive Roster ..... Sy Reich 58

FICTION

Not in the Book ..... Charles X. Williams 42

SHORT HAULS

Along the Iron Pike *(pictorial)* ..... Joseph Easley 60
Partial List of Switch-Key Collectors 66

DEPARTMENTS

The Mail Car 6
Information Booth 24
Transit Topics 33
The Hobby Club 38
Books of the Rails 48
Pen Pals Wanted 57
Coming Fantrips 57
The Switch List 61
Model Trading Post 66

Just before the line was dieselized last December, Michael A. Eagleson of 286 Washington St., Glen Ridge, N.J. 07028, made this shot of ex-Canadian Pacific 0-8-0 No. 6947, class V-40, pulling freight for the Manitoba & Saskatchewan Coal Company at Bienfair, Saskatchewan, Canada.

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 145 East 52nd St., New York, N.Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1968, by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U.S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80314

You Are Needed Now To

INVESTIGATE ACCIDENTS

NEW CAR, TOP PAY, PLUS EXPENSES

NO COLLEGE . . . NO EXPERIENCE, yet there are sharp young men today stepping straight into one of the hottest lifetime opportunities in the country. They are getting great career jobs as staff Accident Investigators. And the payoff is terrific:

When you work as a staff Accident Investigator, you typically get a new company car furnished. You get top starting salary with all expenses paid. You get free insurance. You get a chance for frequent raises and promotions.

And, you get action! You're outside and on the move most of the time. You meet new people every day. You perform a vital, professional service, but do no selling. You're free of the dull low-pay routine—on your way to a bright, secure future in a big-money industry.

BOOMING, EXCITING, SECURE

Think of this: $19 billion was spent last year to investigate and settle accidents. That's three times more than the cost of our space program! Some 22 million accidents had to be investigated and settled for insurance and other companies. And, it gets bigger every month. The accident rate goes up and up. That means big opportunity . . . solid security . . . an exciting, unlimited future for the trained man.

How do you train? How do you break into this booming field? The key for hundreds of men has been Universal Schools of Dallas. For 18 years, Universal has been the leader in training and placing men in this big-money industry—most of them men with no college or experience.

"A WONDERFUL JOB"

Bill Ruhnke, 27, was a warehouseman when he started Universal's program for success. Soon he was an Accident Investigator at **"an immediate 40% increase in salary." Now he's a supervisor in St. Louis.**

John Dubreuil, 20, Landover, Maryland, reports, **"A 25% increase, plus $125 a month car allowance."**

Ray Furr, 27, writes about his Accident Investigation job in San Antonio: **"My salary is $100 a month more than my last job and this is only the start. I should double my old salary in one year. This is the result of Universal's course and recommendation—a wonderful job."**

Dick Baden, 26, former truck driver from Napoleon, Ohio: **"Fine salary, expense account, a car, many other benefits. I highly recommend Universal."**

These are just a few of hundreds of men who have stepped into professional careers with the help of Universal. Obviously, men with some college or related experience have an advantage, **but the fact remains that 8 out of 10 men trained and placed by Universal had neither.**

FREE BOOK TELLS THE STORY

You can follow the lead of successful Universal men with no risk! You can train now for this high pay, action career right in your own home and in your spare time. You can qualify for Universal's free placement service. And it's so easy. No need to change jobs. No need to attend classes. No big investment. No equipment or supplies to buy.

Get the full story now! Send right away for Universal's free book of facts. No obligation. No salesman will call. You have no risk; nothing to lose. But hurry. The need for men is urgent right now. Today, mail coupon or card for free book to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

MAIL NOW FOR FREE BOOK OF MONEY-MAKING FACTS

UNIVERSAL SCHOOLS, DEPT. AM-3
6801 Hillcrest, Dallas, Texas 75205

Approved For Veterans' Training

Please send my free book on opportunities and earnings in the Accident Investigation field. I understand there is absolutely no obligation and that no salesman will call on me.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

THE MAIL CAR

where editors and readers meet

FRONT cover photo, made by Don Wood, who is No. 63 in our *Interesting Railfans* series, show East Broad Top engine 12 at the Orbisonia, Pa., station. This steam-powered shortline will be the scene, Feb. 10th and 11th of a Winter Sports Spectacular. (Details of this event on page 57.) ●

Miss Marilyn Noble, 19, joined staff of British Railways Board 2 years ago as a junior typist; later worked in Public Relations Department, helping to make a train film. Marilyn is now secretary to Chief Shipping & Irish Manager's Department. She is a hazel-eyed blonde hockey player living at *Eboracum* on 26 Newell Rd., Hemel Hempstead, Herts, England. Her mother used to work for BR at York.

British Railways photograph

CAN the Federal Government tell a railroad how to run its passenger trains? asks Wayne E. Green in *The Wall Street Journal.*

That's the question being debated in an unusual case now before the Interstate Commerce Commission. If the answer is yes, it could slow the national trend toward abandonment of passenger rail service.

"Ordinarily, we don't investigate the operations of a railroad," says the ICC official. "To the best of my recollection, this is the only case of its kind." He adds that the final decision "could lay down some guidelines" for future cases in which railroads ask the ICC for authority to drop their passenger trains.

Five states are asking the ICC to force Southern Pacific to improve service on its *Sunset,* the last direct passenger train between New Orleans and Los Angeles. Among other things, they want the road to restore the dining and sleeping cars it took off in February 1966. But their primary concern isn't just the quality of service. The states—California, Arizona, New Mexico, Texas and Louisiana—are determined to keep the *Sunset* operating, as well as several other Southern Pacific passenger trains along the same route.

Aware that lack of riders and attendant financial losses are the main reasons more than 400 interstate passenger trains have been dropped in the past nine years (a record 68 last year alone), the states are accusing SP of deliberately driving customers away as a prelude to asking ICC permission to discontinue the *Sunset.*

For example, they complain that the *Sunset* is late about 58 percent of the time, often SP gives its freight trains the right of way over passenger runs. The states also gripe that SP refuses to accept reservations at some points on the route and that certain of its passenger trains aren't even listed on the road's timetables.

Passengers are equally irate. One Houston businessman testifies that the only passenger cars the road offers between El Paso and New Orleans are "dirty old coaches and a buffet car serving sandwiches, canned beans, and stew." Another Texan moans that on one of her recent *Sunset* rides "if one wanted toast, the waiter brought you a toaster and you made your own."

SP denies it plans to drop the *Sunset* but says its downgrading of service is justified because the public isn't interested in riding the train. The road contends it hasn't made money on the *Sunset* in 15 years. ●

BRIEFLY SPEAKING. On Jan. 17th the Santa Fe began operating the "world's fastest long-distance freight train," known as Super C, covering the trip of about 2,220 miles between Chicago and Los Angeles in 40 hours for an average speed of over 55 mph. This train, designed to handle both piggyback and containerized traffic, runs in both directions six days per week.

"Facing the front window of my home are a tunnel and portion of roadbed on the old abandoned Portage Railroad, a Pennsy antecedent," writes Harvey N. Teeter, retired Pennsy engineer, R.D. 1, Mineral Point, Pa. 15942. "I often walk through this tunnel; and can still see the ancient drill-holes made for blasting its rocky walls. Without modern machinery, that project must have required terrifically hard labor."

A firm of planning consultants recommends that a $200 million railway be built across the northland from Newfoundland through the Athabasca-Great Slave Lake-Yellowknife region and branching from there to Prince Rupert, B.C., Whitehorse in Yukon Territory, and Inuvik, North West Territory.

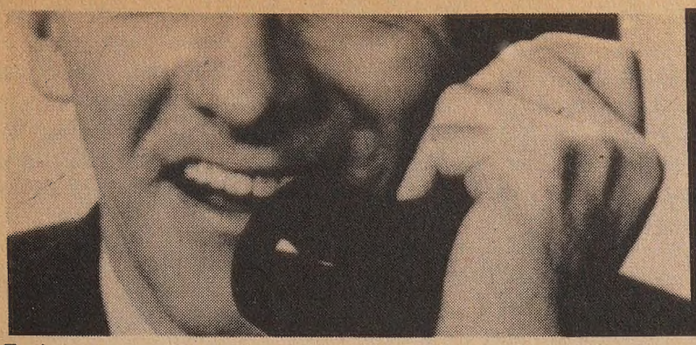
Locomotive engineers get the same treatment as motorists in Salt Lake City, Utah. A Denver & Rio Grande Western hogger was hauled into municipal court on charges of operating a freight train along a 25-mile-an-hour street at a speed of 35 mph. The tracks run down the middle of a street.

Five days before last Christmas, Illinois Central switchman J. Lee Davis of Greenville, Miss., received a Medal of Honor for risking his life to save a woman pedestrian from the path of a train. Congress instituted this medal for heroic railroad workers in 1905.

Repair crews sloshed through molasses and sugar beet pulp the other day following derailment of 10 cars of an 81-car New York Central train near Ridgetown, Ont., Canada. Four cars containing molasses and beet pulp broke open in the crash. No one was injured but a crossing was blocked for 12 hours.

Our January issue mentioned the Worthington feedwater heater on a Grand Trunk steam engine. Says Theodore S. Ireland, 6014 Kenilworth, Dearborn, Mich. 48126: "I retired from the Worthington Co. in 1965 and am one of possibly three men left who built and serviced such heaters and instructed engine crews in their use. Incidentally, I also remembered the fast silk trains of long ago." ●

WHEREVER THE GOOD JOBS ARE... WHEREVER THE BIG MONEY IS, EMPLOYERS SAY:



"SEND ME AN NTS MAN!"

Today, more than ever, the NTS-Trained Man is in demand. He has all the qualifications for a better job. He earns more money... industry needs and wants him, because NTS training is *ACTIONEERED*. It's specially planned to help you learn quickly, easily. All courses are shop-tested, home-study designed, industry-approved. And, you enjoy learning while you prepare for the great opportunities that are always open to the "NTS Man." The four big career fields shown below are the fastest growing in industry today! See the coupon for complete list of courses.

ELECTRONICS DIVISION

NEW 25" Color TV

NEW KITS! MORE KITS—with nearly all the electronics courses. 25" color TV kits included in color TV courses. No kit deposits. No extra cost. All new Communications course and Industrial Electronics course — most advanced in their fields. Check coupon for choice of Project Method Courses and new Free Color Catalog.

AUTO-MECHANICS DIVISION

If you live cars, make cars your living! NTS gives you the technical training to become a skilled Mechanic fast in any one of four Automotive fields. Professional Tools and Equipment come with all NTS Mechanics courses at no extra cost; no kit deposits. Service your own car... repair others, and earn while you learn.

AIR-CONDITIONING
Refrigeration Division

Air Conditioning and Refrigeration Technicians are needed now. NTS gives you the practical skills that pay off big! Learn to handle home and industrial work—start your own business with either of the two courses in this division. You get the Tools, Tester, and equipment you need at no extra cost; no kit deposits.

HOME APPLIANCES DIVISION

Get the Home Appliances "know-how" fast...then get in on the big money! All 3 up-to-date courses include Equipment Kits, Tester, Tools. Courses are designed for easy learning, quick results. Set up shop soon for full-time or part-time income. Earn while you learn. Be a Master Technician, or Handyman. Check coupon below.

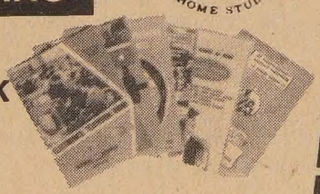
HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

APPROVED FOR VETERANS

NATIONAL ACCREDITED SCHOOL · NATIONAL HOME STUDY COUNCIL

SEND FOR FREE BOOK & SAMPLE LESSON



CLASSROOM TRAINING AT LOS ANGELES

You can take Classroom Training at Los Angeles in Sunny Southern California. NTS occupies a city block with over a million dollars in training facilities.

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

4000 So. Figueroa St., Los Angeles, Calif. 90037

You enroll by mail We have no salesmen; this means lower tuition for you.

NATIONAL TECHNICAL SCHOOLS

4000 S. Figueroa St., Los Angeles, California 90037

CHECK ONE ONLY!

Please rush FREE OPPORTUNITY BOOK and SAMPLE LESSON on course checked.

ELECTRONICS DIVISION

- ☐ Master Course in Color TV Servicing
- ☐ Color TV Servicing for Qualified Technicians
- ☐ Master Course in TV & Radio Servicing
- ☐ Practical TV & Radio Servicing
- ☐ Master Course in Electronic Communications
- ☐ FCC License Course
- ☐ Industrial & Computer Electronics
- ☐ Stereo, Hi Fi & Sound Systems
- ☐ Basic Electronics

AUTO-MECHANICS DIVISION

- ☐ Automotive-Diesel Master Course
- ☐ Automotive Mechanics
- ☐ Diesel Mechanics
- ☐ Engine Tune-Up and Electricity

AIR CONDITIONING REFRIGERATION DIVISION

- ☐ Air Conditioning, Refrigeration & Electrical Appliances Master Course
- ☐ Air Conditioning-Refrigeration Servicing Course

HOME APPLIANCES DIVISION

- ☐ Home Appliances Master Technician's Course
- ☐ Home Appliances Servicing
- ☐ Handyman Appliance Repair

HIGH SCHOOL DEPARTMENT

- ☐ High School at Home

(Dept. 209-38)

NAME _____ AGE _____

ADDRESS _____

CITY _____ STATE _____

Fill in Zip Code for fast service _____

- ☐ Check if interested in veteran training under the new GI Bill.
- ☐ Check if interested ONLY in classroom training at Los Angeles.

Do you have the talent to

Draw for money?

PART-TIME or FULL-TIME

There is a great demand today for commercial artists. Both men and women are needed for part-time and full-time positions in such exciting fields as advertising, television, illustrating, designing, and many more.

If you like to draw, you may have the talent for a commercial art career. Why not find out? Take the free and easy-to-take Art Talent Test offered by Art Instruction Schools, one of America's leading home study art schools. Their professional staff of commercial artists will evaluate your test and report whether or not you have necessary art talent. This could mean the start of a successful and financially rewarding career as a commercial artist. So I urge you! Mail the coupon today.

Michael Kent

ART TALENT SCOUT

SEND THIS COUPON FOR FREE ART TALENT TEST.

ART INSTRUCTION SCHOOLS
Studio 8F-1510
500 S. Fourth St. • Minneapolis, Minn. 55415

Please send me the Art Talent Test without cost or obligation.

Name_____

Occupation_____ Age____

Address_____ Apt.____

City_____ State_____

County_____ Zip Code_____

Accredited by the Accrediting Commission of the National Home Study Council.
Approved for Veterans Training.

LAMENT. "Only a Lucius Beebe could do an adequate obituary of the *Twentieth Century Limited*," writes Thomas T. Taber, Madison, N.J., "and only New York Central officials and men who have a pride in their company can appreciate what the Central and the railroad industry as a whole has lost. To some extent, the same goes for the Pennsy's depreciated *Broadway Limited*, which at least retains its great name.

"We have seen the demise of the *Phoebe Snow*, also the recent ending of Erie-Lackawanna ferry service which had been continuous since 1819. We have seen the traditional high standards of Lackawanna service degraded by its Erie merger. Such mergers almost inevitably lead to downgrading, reduction, and often total discontinuance of passenger trains.

"It is apparent to the potential rail traveler that something is out of focus when the round-trip first-class fare on the Pennsylvania Railroad between New York and Chicago (908 miles in each direction) is about the same as the first-class round-trip fare between Chicago and San Francisco (around 2,500 miles in each direction).

"If the vast difference in fare does not give a sufficient clue as to which railroads—those east of Chicago or those west of Chicago—want passengers, the quality of service and the attitude of train crews soon make the matter clear. In most countries, but not in America, each year sees faster and better rail passenger operation, sparked by a determination to attract riders.

"Oldtimers who recall when passenger service in eastern U.S.A. was far better than it is today, remember the common practice of the Pennsylvania's splendid GG-1's to whip their trains along at better than 100 miles per hour, which E-6 steam locomotives also could do and with ease, and the remarkable K-4's could, with some effort. Where are the diesels today which equal the daily top speeds, years ago, of the beautiful Milwaukee *Hiawatha* Altantics? And on what roads today are speeds in excess of 80 mph common practice? How long has it been since we have seen a speed-up schedule? When a person or a corporation loses personal pride, his or its future cannot be bright."

And now we hear from H. W. Becker, 1437 N. Park Ave., Chicago, Ill. 60610: "The morning of last Dec. 13th found me once again beneath the trainshed in Chicago Union Station, near the gate to track 12, along with several reporters and cameramen, gawking and waiting. For this was the day for the final run of the *Broadway Limited*. That day she had only 8 cars, pulled by a pair of E diesel units, but she was still all-Pullman.

"I thought of the first time I rode this famous train as a small boy. I remember sitting in the sleek observation car watching a red sun set on the rolling Indiana prairies. I remember the comfortable 'feel' of the bed I slept on, and the waiter in the diner delighting me with the tricks he was doing with our napkins. I remember looking out in the morning at our GG-1 rounding the curves. I remember getting off under the Newark trainshed. Little did I dream then that one day I would witness the death of that same train—the death, I mean, of its all-luxury consist." ●

OVERSEAS. Japanese "Honeymoon Special, which operates every spring, has 5 first-class chair cars and one diner, all seats reserved, reports Hideo Noji, 332½ S. Boyle Ave., Los Angeles, Calif. 90033.

German Federal Railways are to renumber locomotives and powered vehicles ready for the introduction of electronic data processing.

Bored with the fish and fruit his mother was inspecting at Hull Market in England, two-year-old Darran Cunningham wandered off to the pier, a mile away, where he boarded the ferry for New Holland, reports Joseph Fox of London, England. Half an hour later Darran climbed into a train for Grimsby, 20 miles from his home. There he was recognized as a runaway and handed to a policeman, who restored the boy to his frantic parents, saying: "Children do get lost, but this is a very young wanderer." ●

COFFEE BREAK. "Years ago we made coffee on our steam engine in the Southern Pacific yards at West Oakland," recalls Jack M. Fesco, retired SP engineer, 4309 Edenhurst Ave., Los Angeles, Calif. 90039. "We'd throw a tie-plate with a wire attached into the firebox. When it became cherry red we'd set it on the sandbox, place the percolater on top, and before you knew it the Java started to perk. Sugar and cream were stolen from a nearby beanery. Sometimes we even cooked tasty meals on the old switcher.

"Also, we washed our overalls on the job. For a plunger we used a brake club with an airhose stuck on one end. Hot water came from the squirt hose. On desert runs during the hot spell we'd string a line across the cab, hang the clothes up wet, and in five minutes they'd be dry. But finally we had to quit this practice, which the company said was unsafe." ●

BRITISH rail notes from our special correspondent John Drayton, British Railways engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England:

The American Locomotive Co. of Schenectady, N.Y., built some slim-gage steam locos for duty in World War I

Can YOU think of a nicer way to make up to

$50.00 EXTRA A WEEK IN YOUR SPARE TIME?

No investment. We furnish you everything you need and we give you...

FREE SHOES FOR LIFE, TOO!

when you accept as few as 5 orders a month as a Mason Shoe Counselor in your Neighborhood.

Mason-Flex Dress Shoe—Style 890
World's most comfortable shoe! Needs no breaking in. Same shoe in retail stores would cost up to $10.00 more.

Women's White Moc Oxford—Style 126
Sensational shoe for nurses, waitresses, beauticians and all other "women in white." Quality features guarantee you automatic repeat orders!

Mason Jubilee Shoe—Style 600
For dress and casual wear. Famous guarantee, "Soles guaranteed to outwear uppers or new shoes free" gives you easy, big-profit sales.

Mason Deerskin—Style 606
Something new and different for casual or leisure time wear. Made of soft, flexible deerskin throughout. Quarter-inch cushioned innersole for luxurious comfort. Profits build fast with this deerskin casual. Similar styles cost $5 to $8 more in local retail shoe stores.

Mason Kangaroo Sports Boot —Style 975
Silicone-treated genuine Australian Kangaroo leather repels water, keeps feet dry. Most comfortable, best fitting, lightest sports boot ever made. Bargain priced!

Would you like to meet interesting people, make new friends, add up to $50 a week extra to your income—and get FREE SHOES, too? These are some of the good things that happen when you take orders for Mason Shoes in your spare time. Many a man finds it easy to write up 2 to 6 orders after supper alone... and make $5 to $20 profit. You can do the same. The 61-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business" you run from home. You need no experience... don't invest a cent!

ONE CALL, $14.75 PROFIT!
"My second day out, I sold 6 pairs of shoes to one man for a profit of $14.75. He told me he needed shoes, but wanted his wife to see them. I called at his home the next day and sold him 3 pairs and his wife 3 pairs also, for a $76.00 sale."
Charles Henke, Calif.

Here's why you'll make money!

It's easy because you show nationally advertised footwear that EVERYBODY needs. Our stock of 300,000 pairs of men's and women's dress, work, sport shoes—with sizes ranging from 2½ to 16, widths from AAA to EEEE—gives you a bigger selection than any store in town. Best of all, your friends and neighbors pay up to $10 a pair LESS than at the local retail store. And you collect a big, handsome, profit (up to $6 a pair) everytime you take an order. Every sale means great business because Mason shoes are *not* sold in stores. Yes, folks must re-order from you every time!

Get Free Shoes for Life!

That's right—you're entitled to receive FREE SHOES every six months... when you send as few as 5 orders a month. These FREE shoes are an extra bonus in addition to your cash commissions. You choose any shoe in the Mason line... for yourself and your family.

The Mason Man is Welcomed Everywhere

Be the popular Mason Shoe Counselor in your neighborhood. Make new friends, attend sales meetings and conventions, get more fun out of life... and add up to $50.00 EXTRA to your income every week. Send for your FREE Mason Shoe Outfit, Full Color Catalog and everything else you need to make big money from the very first hour. No obligation.

Mason Shoe Mfg. Co., Dept. G-852
Chippewa Falls, Wisconsin

Folks snap up Mason's Shoes at low, low prices. Here are just six of Mason's 275 shoe styles.

Women's Dress Pump —Style 47
Featured in smart Paris and New York shops, these gleaming Patent Leather pumps are available at fraction of local retail store prices.

RUSH THIS COUPON FOR YOUR FREE OUTFIT!

Mason Shoe Mfg. Co., Dept. G-852
Chippewa Falls, Wisconsin

Please show me how I can make up to $50 EXTRA a week in spare time—and get FREE SHOES *for life*. Rush me—FREE—and without obligation, everything I need to start making BIG MONEY in my very first spare hours.

Print Name_____

Address_____

City_____ State_____ Zip_____ (if known)

C-79

EXCITEMENT, SECURITY GOOD PAY...All yours as a

CRIME INVESTIGATOR AND FINGER PRINT EXPERT

Train at Home—Spare Time

There's a thrill in helping to bring a crook to justice through Scientific Crime Detection or Finger Print Identification. With crime figures rising, men and women trained in this exciting work are needed everywhere. The pay is good . . . the security unmatched and opportunity for advancement is assured. We have taught thousands of men and women to step into this important, profitable, exciting profession. Let us teach you at home in spare time to fill a responsible, rewarding, well-paid position. Low cost, easy terms. Learn Investigation, Finger Print Identification, Firearms Identification, Police Photography, Handwriting Identification. Our graduates are employed world-wide by hundreds of leading bureaus and private firms. Cash in, now, on the vital need for trained experts in this uncrowded field.

OVER 800 American Bureaus of Identification employ I A S Graduates

FREE!

The famous BLUE BOOK of CRIME

Packed with thrills and money making information about this important job opportunity. Reveals startling "behind the scenes" facts of actual criminal cases. Tells how trained investigators solved them through the same methods you learn at IAS. Explains exactly how you can get started in this thrilling work, easily, quickly. Don't wait . . . it's FREE . . . mail coupon today.

INSTITUTE OF APPLIED SCIENCE

(A Correspondence School Since 1916)

Dept. 3002 1920 Sunnyside Avenue, Chicago, Illinois 60640

CLIP AND MAIL COUPON NOW

Institute of Applied Science
1920 Sunnyside Avenue, Dept. 3002
Chicago, Illinois 60640

Without obligation, rush me the Blue Book of Crime and list identification bureaus employing your students or graduates. Include all information on IAS training and easy terms offer. (No salesman will call.)

Name_____ Age_____

Address_____

City_____ State_____ ZIP_____

to pull ammunition trains behind the front lines. Alco also sent about 100 narrow-gage Prairie (2-6-2) type tankers to Britain. Just recently we learned that one of them had kept working but on a sugar-beet line in France. This little engine, which has outside valve motion, side tanks, a central coupler-buffing arrangement with side chains, and a fully enclosed cab, will operate in North Wales on the ancient Festiniog Railway, gage 23½ inches.

You probably heard of the British Rail engine crews' "go slow" operation as a protest against the guards (conductors) traveling in the rear cabs of diesel and electric locomotives. This tied up with BR wanting to get rid of the obsolete brake vans (cabooses) to save expense. It's all blown over now; and the guards have to ride in locomotive cabs of freight trains.

Passenger trains must have two men in the locomotive cab, one to drive and the other to attend to oil-fired steam boilers. There was some trouble, too, over the refusal of guards to work trains unless two men rode on the footplate or diesel cab in freight service; and so, for the time being, single-man operation of locos is out. Oddly enough, the train guards got a rise in wages on account of their so-called extra duties in the absence of the firemen (who aren't absent at all). ●

A NEWS PHOTO showing 62 buses carrying midshipmen from Annapolis to Philadelphia suggests to William C. Kessel, 99 Center St., Hamburg, N. Y. 14075 the inefficiency of using 62 drivers instead of a train crew of 5 men, not to mention highway congestion and air pollution.

"If each bus held 40 passengers," he writes, "that would make about 2,500, translatable into 2 or 3 trains with maybe 40 coaches. Can 40 available coaches be found on the whole East Coast? Well, yes, commuter cars, with let's say 15 crew men. But wouldn't that mean 15 Pennsy crew men plus 15 on the Baltimore & Annapolis? How many days' pay would those 30 crew men get for 180 round-trip miles? So we are contemplating a figure very close to the 62 men who drove those buses. It's odd, to say the least, that you can drive a bus over the highways of Maryland, Delaware, and Pennsylvania while a single locomotive jockey can't negotiate the rails of a rival railroad!" ●

WHILE the Georgia Railroad's No. 1 passenger train stood on the passing track at Camack, Ga., its crew ate fried chicken in the rest-room lounge and waited for a through freight. After the latter had come and gone in a swirl of dust, the Negro boy from Rachel's Cafe climbed aboard "the varnish" with his candy-butcher's box-ful of canned drinks, wax cartons of oversweetened chocolate milk, and little bags of highly salted potato chips.

Conductor D. F. Gilbim put the remains of his own lunch in the trash basket and said: "Better collect 39 cents from him. One way to Barnett."

Trainmaster Ralph Stoddard nodded. "That's right. Better get it. He's revenue today." Then Stoddard walked to the rear platform of the passenger train to see the freight, the road's real money-maker, vanish in the distance. No. 1 leaves Augusts daily at 11:30 a.m. (or did, when this piece was written), makes about 20 more stops, and pulls into Atlanta's Union Station about 4:40 p.m. It's a 171-mile run over the line laid out in 1838 by Stephen Long, the surveyor who founded what is now Atlanta by naming his last staked "Terminus." Years ago, the railroad daily boasted hundreds of passengers. Today, laments Don Winter in *The Atlanta Journal and Constitution,* No. 1 and its three diminished sister trains haul about 40 people a day, all told.

Georgia Railroad is a creation of the state, leasing its railroad from the Georgia Railroad & Banking Co. of Augusta, which under the constitution enjoys privileges such as non-payment of taxes. Train No. 1, small and dingy, usually consists of an engine, two baggage cars, and a coach. ●

PASSENGER TRAINS. The Chesapeake & Ohio and its affiliate, the Baltimore & Ohio, have discontinued showing free movies on trains because of the decline in rail patronage and the heavy expense involved. They had hoped that the first-run color films introduced more than two years ago at a cost of $150,000 a year would attract riders back to the rails. But the innovation had no discernible effect on the downward trend of passenger travel, now at a new low despite much promotion and advertising. The movies were shown on the *Capitol Limited,* between Washington and Chicago, and the *George Washington,* between Washington and St. Louis.

Shortly after it dropped the great *20th Century Limited,* the New York Central made a temporary gesture in favor of passenger business by running additional suburban trains out of Grand Central Terminal on the Fridays before Christmas and New Year's Day.

Obeying an order of West Virginia's Public Service Commission, the B&O has restored a Pullman sleeper to its passenger trains 31 and 32 between Washington, D.C., and Cincinnati, Ohio.

Chicago & North Western seeks a 5 percent across-the-board commuter fare increase, "due to spiraling costs of wages and fringe benefits.' The Chicago South Shore and South Bend Railroad is asking a 10 percent boost. ●

Get into...

PLASTIC LAMINATING AT HOME!

Sensational New "ONE MAN BUSINESS" ..pays $10 to $20 profit for each dollar of cost

Make Up to $12 an Hour by our MAGIC MAIL PLAN... get orders and cash from your mailman!

Here's the newest and most fascinating of all home-operated businesses. For the first time, a simplified machine brings the fabulous profits of Plastic Sealing and Plastic Laminating within the reach of the small operator. Can be operated in a corner of the kitchen, basement, or garage. And any man or woman, regardless of age, education, or experience—can learn this interesting work *in a few minutes of reading*—can turn out professional jobs *after one hour's practice.*

TWO EXCITING FIELDS FOR BIG PROFITS!

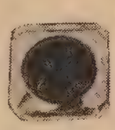
No house-to-house canvassing. No face-to-face selling. We not only supply the equipment you need for the work, but also show you exactly how to cash in big daily profits from two big demand fields.

A FORTUNE IN PLASTIC SEALING

Millions of people want to protect valuable cards, photographs, documents and papers against wear, soil, and damage. By our MAGIC MAIL Plan you get this business through the mails. Open envelopes, take out money and orders. Details of plan will amaze you. It will be sent free. We even furnish financing help. Just mail coupon.

ENORMOUS PROFITS IN LAMINATING

A creative, artistic business. Gift shops sell your entire output. Just a few of thousands of giftwares illustrated on this page. Beautiful colors. Endless designs. Exclusive "one of a kind" appeal brings sales at ten to twenty times the cost of materials. Beautiful illustrations and instructions for making these artistic novelties sent free.



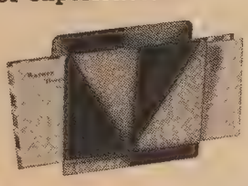
NO MONEY— Just Send Name!

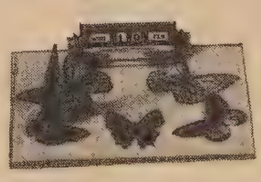
We'll even help with financing at less than bank rates!

WARNER ELECTRIC CO., Inc.
1512 Jarvis Dept. L-7-CO Chicago, Ill. 60626

The opportunities in Plastic Laminating are so big that space here does not permit even skimming the surface. To get any idea at all of the size of these markets and your place in this sensational business you must read the details. See for yourself how easy it is to do the work—how you can put plastic sheets into your machine and take out a fortune—how money and orders come to you in the mail—how gift shops clamor to get more and more of your creations—how you can start with one machine and build up a big production plant with others doing the work—how you can get money and business from every State in the Union—how you can achieve independence without study or experience.

FREE





RUSH COUPON

Never before has such an opportunity been offered the small, home-operator—an opportunity to gain complete personal independence in a big money business of your own. Don't lose a minute. Get the facts at once. All information, fully illustrated with pictures, is free. Send the coupon—or send your name and address on a postcard. There is no charge now, or at any other time. Send for the information on this exciting opportunity today.

Cash Money Comes to You in the Mail

By our MAGIC MAIL Plan you sit at home, send out mail, and get back money and orders. Additional profits in supplying lifetime protection for **SNAPSHOTS—IDENTIFICATION CARDS—DISCHARGE PAPERS—DRIVERS' LICENSES—SOCIAL SECURITY CARDS—VOTERS REG. CARDS—MENUS—BIRTH CERTIFICATES—CREDIT CARDS—BIRTH AND WEDDING ANNOUNCEMENTS—PASSES—DOCUMENTS.**

Lifetime protection. See how laminating prevents soiling, wear, and moisture damage with flexible, plastic covers.

Thousands of Beautiful ART CREATIONS

Made by Laminating as explained in our Free information. Send coupon for list and pictures of **COSTUME JEWELRY—JEWELS—CIGARETTE BOXES—CUFF LINKS—NOVELTY BUTTONS—TRAYS—CANDLESTICKS—COASTERS—CLOCK CASES—LAMP BASES—PICTURE FRAMES—BOOK ENDS—CHARMS—ADVERTISING SIGNS—NAME PLATES—FISH LURES—CHECKERS PAPER KNIVES—CHESSMEN—BOOKMARKS—TIE RACKS—KEEPSAKES OF ALL KINDS.**

WARNER ELECTRIC CO., Dept. L-7-CO
1512 Jarvis Avenue, Chicago, Illinois 60626

Please mail, postage prepaid, complete information with illustrations showing the things I can make and the money possibilities in Plastic Laminating. All free. No Salesman is to call. Also, tell me about your New Lower-Than-Bank-Rate Credit Plan and how I get orders and money by the MAGIC MAIL Plan.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

"If so, then you're a victim of *crippled English,*" says Don Bolander, Director of Career Institute. "Crippled English is a handicap suffered by countless numbers of intelligent, adult men and women. Quite often they are held back in their jobs and their social lives because of their English. And yet, for one reason or another, it is impossible for these people to go back to school."

Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

BOLANDER TELLS HOW IT CAN BE DONE

During a recent interview, Bolander said, "You don't have to go back to school in order to speak and write like a college graduate. You can gain the ability quickly and easily in the privacy of your own home through the Career Institute Method." In his answers to the following questions, Bolander tells how it can be done.

Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question: **Wouldn't I have to go back to school to gain a command of good English?**

Answer: No, not anymore. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question: **Is this something new?**

Answer: Career Institute of Chicago has been helping people for many years. The Career Institute Method quickly shows you how to stop making embarrassing mistakes, enlarge your vocabulary, develop your writing ability, discover the "secrets" of interesting conversation.

Question: **How do I know it works?**

Answer: There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question: **Who are some of these people?**

Answer: The Career Institute Method is used by men and women of all ages. Some have attended college, others high school, and others only grade school. The method has helped business men and women, homemakers, industrial workers, clerks, secretaries . . . almost anyone you can think of.

Question: **How long will it take me to learn to speak and write like a college graduate, using your method?**

Answer: Some people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question: **How can I find out more about the Career Institute Method?**

Answer: I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells you how you can gain a command of good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060.

No salesman will call

DON BOLANDER, Career Institute, Dept. HB 353, 555 E. Lange St., Mundelein, Ill. 60060
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

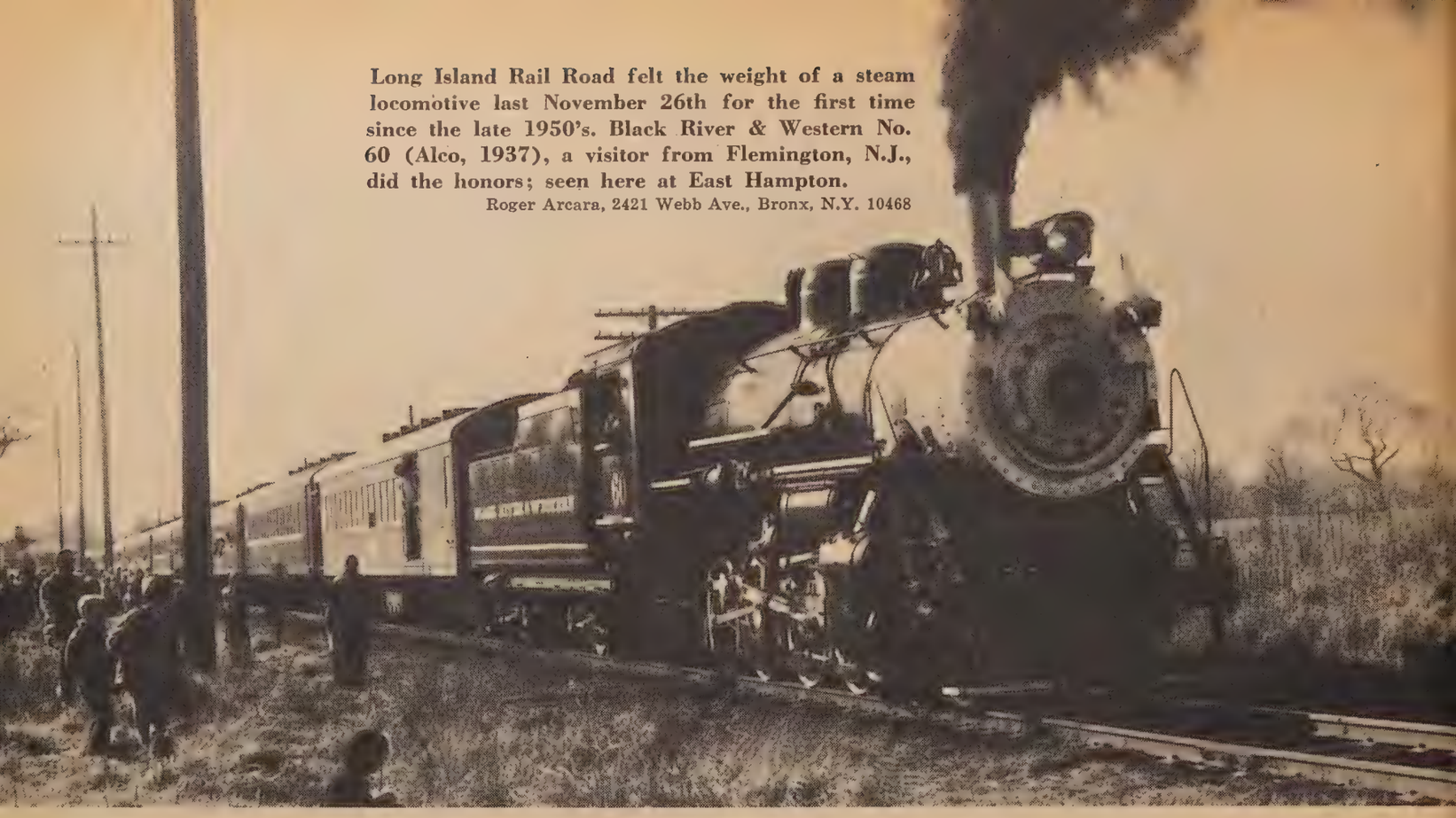
STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

Photographs of the Month

Canadian National Railways No. 6167 gets grease for her bearings and a young observer gets a now-rare treat for his eyes in preparation for 1963 steam trip to Barrie Winter Carnival.
Photograph by Paul Ziegler



Long Island Rail Road felt the weight of a steam locomotive last November 26th for the first time since the late 1950's. Black River & Western No. 60 (Alco, 1937), a visitor from Flemington, N.J., did the honors; seen here at East Hampton.

Roger Arcara, 2421 Webb Ave., Bronx, N.Y. 10468

Snow was being blown about in ten-degree-below-zero weather on January 22, 1965, as *The Frontenac* was being groomed for its 1:30 p.m. departure from Quebec, bound for Montreal. This Canadian Pacific train still runs, but without observation car.

Gerry Burridge, 65 Cremazie West, Quebec 6, P.Q., Canada

En route to Long Island Rail Road for fantrip shown on opposite page, Black River & Western No. 60 had to be floated from Jersey Central terminal, Jersey City, to Long Island City. Here she is on East River, passing under Brooklyn Bridge. Ron Ziel and George Foster ran the excursion.

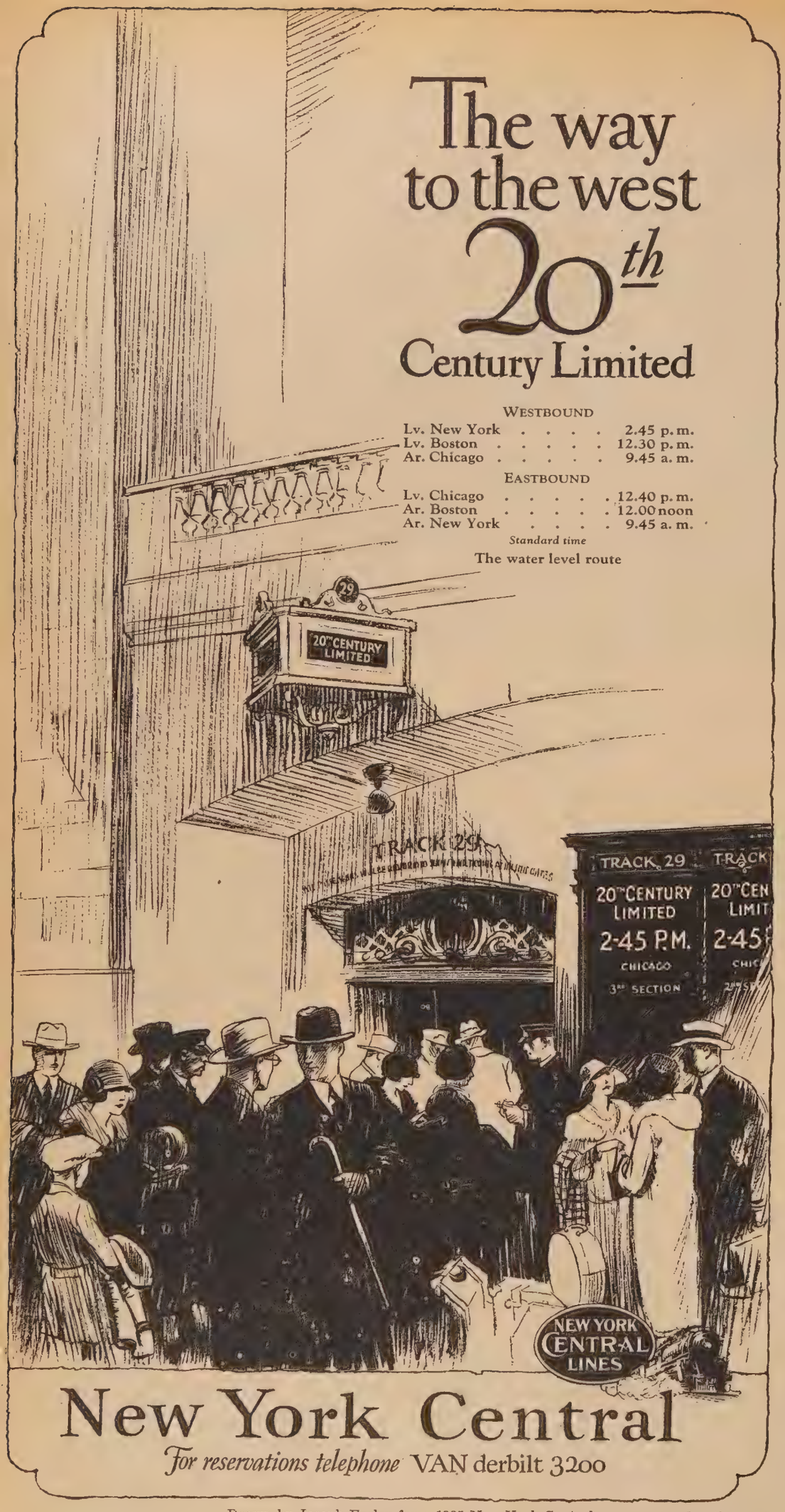
Photograph by Roger Arcara

Delaware & Hudson photograph

If this doesn't bring passengers back to railroads, nothing will. Delaware & Hudson now has waitresses and hostess in diner-lounge cars, N.Y. to Montreal.

This Lehigh Valley tower at Mountaintop, Pa., once overlooked a 4-track main line and controlled trains descending Penobscot Mountain to Wilkes-Barre or to West Pittston. But the LV now uses Jersey Central tracks in this region, and only a single LV track remains here for emergencies. The tower is soon to be demolished.

Prof. James J. Bohning,
Chemistry Department, Wilkes College,
Wilkes-Barre, Pa.


The way to the west
20th
Century Limited
WESTBOUND
Lv. New York . . . . . 2.45 p.m.
Lv. Boston . . . . . 12.30 p.m.
Ar. Chicago . . . . . 9.45 a.m.
EASTBOUND
Lv. Chicago . . . . . 12.40 p.m.
Ar. Boston . . . . . 12.00 noon
Ar. New York . . . . . 9.45 a.m.
Standard time
The water level route
29
20TH CENTURY LIMITED
TRACK 29
TRACK 29
20TH CENTURY LIMITED
2-45 P.M.
CHICAGO
3RD SECTION
NEW YORK CENTRAL LINES
New York Central
For reservations telephone VANderbilt 3200

Drawn by Joseph Easley for a 1925 New York Central newspaper advertisement

FAREWELL

to luxury rail travel

SIXTY-FIVE years of Eastern and Midwestern railroad drama ended last December when two of the nation's most famous trains made final runs under their previously distinctive identities. The *Twentieth Century Limited* was actually discontinued, but the *Broadway Limited*, the last all-Pullman consist in the U.S.A., was diluted with coaches by its merger with the *General* while still retaining its classic name. Thus, some of the few remnants of luxurious rail travel passed from the American scene within ten days of each other.

Rivals from the start, both were inaugurated as extra-fare trains June 15, 1902, on 20-hour schedules between New York and Chicago. The *Century*, then as always, left from its home base, Grand Central Terminal; but its Pennsy equivalent, which in early days bore the names *Pennsylvania Special* and *Twenty Hour Special*, had to depart from Jersey City Terminal, across the broad Hudson River from the metropolis—until, in 1910, Penn Station and the under-river tunnels leading to it were completed and opened. The then new station (recently demolished) was built a block from the theatrical street called Broadway, but when the magnificent Pennsy train was renamed *Broadway* it was not for that street but for the four-track width of the road's right-of-way. Soon, however, the train became associated with the theatrical center.

Competition flourished through the decades, as the late Lucius Beebe related in his well-written book, *20th Century*, with reductions in running time of one matched, usually the same day, by the other. When the streamlining fad spread to railroads in the mid-1930's, the two trains were re-equipped as luxury streamliners, the Dreyfuss-designed *Century* and the Loewy-designed *Broadway Limited* entering service the same day in 1938. Both the Pennsy and the Central expended every effort to keep their respective Limiteds on time, and both attained enviable reputations for doing so.

Rising costs and dwindling patronage cut into train service everywhere in the years following World War II. The *Century* and the *Broadway* continued as before, but the handwriting began to appear on the wall in 1957, when the *Century* was combined with the *Commodore Vanderbilt*. Though the *Twen-*

***Broadway Limited* in transition: before being re-equipped with streamlined cars in 1938, Pennsy's crack train was hauled by a streamlined K-4s Pacific loco.**

tieth Century name remained, the extra fare was abolished and many travel amenities disappeared as, for the first time, the train carried coaches as a result of the combination.

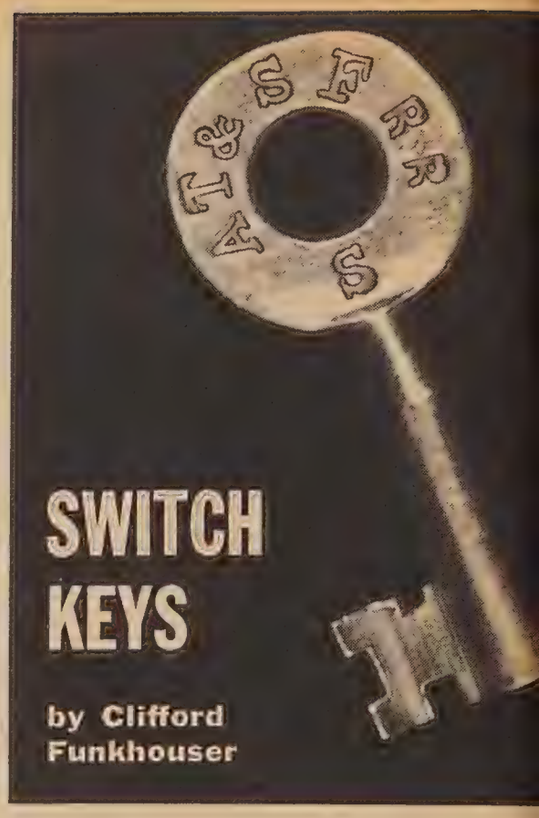
Loyal patrons protested with the affection often displayed for great ocean liners but seldom for trains, and by the early 1960's they were encouraged to find much of the famed elegance restored, although coaches stayed in the consist. Then came the startling decision to merge the Central with the Pennsy, and astute observers could see that the renowned "Water Level Route" was becoming more and more freight-oriented. Train after train vanished from the Central's passenger timetables with the elimination of local service and the apparent intention to shunt long-distance riders from the Central to the Pennsy.

The ax finally fell on a Saturday, December 2nd. No publicity, no press release or other public announcement marked the end. The *Century* pulled out of New York as usual at 6 p.m. on its farewell run. Encountering a derailed mail train en route, it arrived in Chicago nine hours late—the ultimate disgrace to its once-proud reputation for punctuality. The silence of its unceremonious funeral was broken only by the Central's announcement of "Empire Service," a new timetable of passenger trains every two hours between New York and Albany, with the 6:30 p.m. consist including cars for Chicago — indeed, a Spartan replacement for the time-honored *Century*.

However, the *Broadway Limited* continued to roll. It became the nation's only all-Pullman run when the Illinois Central's *Panama Limited* was merged with another train and had coaches added. Then last September 2nd the Post Office Department removed RPO cars from the Pennsy's crack passenger hotshot, and rumors began to circulate that the *Broadway* was doomed, although there were hints that it might be used to pick up the lost *Century* patronage.

Again without advance notice, however, on December 12-13, 1967, the *Broadway* made its final run as an all-first-class train. Beginning the next day, it was combined with the *General,* carrying coaches and operating on a schedule 40 minutes longer than previously. Assuming that the courts clear the way for a Penn-Central merger, there is a faint hope for ultimate restoration of the *Broadway Limited* to some of its former splendor; but right now the signal is a forbidding yellow, and many people believe its green lens is gone forever. ●

Drawn by Joseph Easley for a 1925 timetable



Old solid silver switch key from Santa Fe Rail*road* before it became Rail*way*, presented to Supt. A. J. Johnson, now in collection of Terry E. Durkin.

SWITCH KEYS

by Clifford Funkhouser

THE SWITCH KEY has two different aspects. One is to unlock a switch so that it can be thrown or "lined"—an operation known to oldtimers like your author as "bending the iron." The other aspect is that switch keys are much sought after by collectors.

With some exceptions, each key is the property of the railroad company whose initials it bears and was issued as a long-term loan to an operating employee. When a man terminates his railroad job, whether by resignation, discharge, retirement, or death, his key should be turned in to the company. Ordinarily, he has no legal right to keep it, sell it, or give it away. So many switch keys held by collectors today were obtained directly or indirectly though theft or, to put it more kindly, through the failure of railroad men to turn in company property. In rare cases, railroads have given keys to collectors. As a rule, keys from abandoned railroads, although hard to get, also are obtained honestly.

The only solid gold switch key extant, so far as I know, is a cherished possession of John W. Barriger, president of the Missouri-Kansas-Texas Railroad. The late Lucius Beebe presented it to him in November, 1964, on the occasion of a luncheon at which John bade farewell, as the retiring Pittsburgh & Lake Erie president, to his San Francisco friends. The city's leading jeweler had cast it in the mold of a Southern Pacific (brass) switch key.

"In giving it to me," John recalls, "Lucius observed that he had heard me 'bitching so often,' as he put it, about 'having to turn in my P&LE switch key' after December 3, 1964, my 65th birthday, that he decided I should have permanent possession of one that was made of 14 karat gold especially for the occasion. He also gave me a leather-bound copy of the standard Book of Rules as an additional symbol of retirement."

A gold-plated switch key from the Joe Cushing Railroad at Fitchburg, Mass., was presented in 1954 by a trustee of the Cushing-Dickinson Realty Company of Fitchburg to Robert F. Harding, a retired Army lieutenant and railroader's son. The Cushing road, opened in 1871, was a mill switching line. That gold-plated item, together with the rest of Bob's huge collection of about 600 switch keys and about 200 boxcar padlock keys, was ultimately given to the Smithsonian Institution.

And a silver switch key is owned by collector Terry E. Durkin, 1521 W. Hotel Circle, San Diego, Calif. Cut into it are the letters, "AT&SFRR" (not Railway). Terry explains that this is one of the first switch keys used by the Santa Fe before it became re-incorporated to Railway. Six silver keys were cast and distributed to Santa Fe officials. They were made by using a wax casting of a brass key.

HAVING been a Santa Fe trainman for more years than I care to recall, I once thought my pocket was empty unless it held a switch key. Used in compliance with the Book of Rules, which is to say properly, such keys function smoothly. But slip up just once and you may have a lap full of boxcars, not to mention being embarrassed by a glowering trainmaster.

Practically all switches which lead off a main line are normally kept locked; so are some other switches. Likewise locked are derails and various operating trackside structures such as small depots late at night, switch shanties, tool houses, and so on. The switch key unlocks them too. These keys are issued only to "authorized" persons, meaning train-crew members, section men, station employes, switchmen, and the like whose duties require them to bend the iron or to open other things secured with switch locks. There are numerous rules about using the key or, more to the point, the switch itself, which is essential to railroad operation and which, if openable by an outsider, could be lethally dangerous.

More than fifty years ago—Gosh, could it have been that far back?—when I was braking on the Santa Fe out of Marceline, Iowa, I was called one day for the head end of No. 32, a hotshot freight bound for Chicago. My job was escorting it, so to speak, 113 miles to the Shepton yards at Fort Madison, Iowa. After the car toads had finished their chores, the hogger called for a signal and was given a highball.

Behind the engine were maybe fifty cars, mostly refrigerators. The distance to the switches to let us out on the main stem was about a city block: one switch off the westbound main, then two more through the crossover to the eastbound. But when I trotted up to unlock the first switch, I discovered to my dismay that there was no key in my overalls pocket, whereupon I gave the head end a washout ("stop at once").

Well, he stopped on a dime and I imagine that things were a bit rough back in the caboose. You see, he had the train moving right along and naturally I didn't want our ten-wheeler to run through a closed switch and tear it up. Then, running back to the engine, about a half block now, I told the hogger: "I forgot my switch key. Let me borrow yours." He handed it to me.

After that I galloped back to the switch, but when I got there and reached for the engineer's key I found that it, too, was gone! Once more I had no key. So I gave the throttle-jerker another washout and again he stopped.

"I lost the damn key," I blurted out. "There's a hole in my pocket."

Grinning like an ape, the fireman said: "I'll line us up to get going before we're stuck for No. 10."

So we finally pulled out of Marceline and made a good run to Fort Madison. While we were taking coal and water the rear brakeman ambled over halfway and inspected the train.

"What happened?" he asked.

I explained briefly. He laughed and said that the old man, meaning the conductor, got bounced around in the caboose on account of me and was cussing the hogger from hell to breakfast.

Later on, when we got back to Marceline, the callboy approached me with a nasty grin. "Here's your switch

keys," he said. "Some switchmen found 'em and turned 'em in." So I gave the throttle-jerker his property, wondering how long it would take me to live down that fiasco.

THE BOOK OF RULES has many items concerning the use of switches. The key itself merely opens a switch lock. That, in turn, keeps the installation safely closed in "normal" position which, with very few exceptions, is lined for the main stem. When the switch is set for straight track and is not defective, trains may pass over it at high speed. But when it is thrown or lined away from—or curving away from—the straight track, a train must slow down to pass off the staight track on the relatively sharp curve. Otherwise the train may jump the rails by its inability to round a sharp curve swiftly.

On single track, when two trains are to meet or pass each other, one of them must take siding and the other obviously will stay on the main. Which does which is determined by the rule about "superiority." That is to say, the superior train hugs the main while the inferior one "goes in the hole" or onto the sidetrack, or passing track.

Sometimes a train which is to hold the main line gets to the meeting point first. In that case it pulls down the main and stops back from the switch by which the inferior train will enter the siding. A brakeman must go to this switch and line it for the sidetrack but he doesn't linger there lest he absent-mindedly throw the switch and wreck the coming train. That, unfortunately, has often happened. Most rulebooks require that the man who throws the switch walk 40 or 50 feet from it.

The crew of the train which takes siding to meet another train is obliged by rules to remain behind the engine pilot until the other train arrives and goes by. By this I mean that they must stay away from the switch through which a train going in the opposite direction could enter the siding and, of course, the switch by which the train on the siding will leave.

One of the worthy brothers with whom, on occasions, I was a braking partner out of Marceline in the period before the first World War left that town suddenly and landed in New Mexico, where he eventually became a Santa Fe passenger conductor. I won't tell you his name because he pulled a boner that caused a wreck. One train had an order to meet ours that was standing there on a siding. My partner walked up to the switch, against the rules, became confused, and threw it open in the face of the advancing train, and an old buddy of mine, Walter Shriver, went to glory in the ensuing pile-up.

Unlocking the manual lever of a switch on the Norfolk & Western.

Another requisite of the rules in switch-handling is that when a train enters a passing track the crew man attending the switch must promptly cross over to the other side and then he can't throw the switch under the cars coming in.

The rear brakeman on a train taking siding also must drop off the rear car on the opposite side from the switch so as to avoid throwing the switch between the front and rear trucks of the car. Nobody likes to see a caboose trying to pull forward with its rear trucks on a siding and its front trucks on the main line. Conductors who are in the caboose when a goofy brakeman does this have been known to get riled.

SOME twenty years ago I was the skipper on a freight drag too long to get into clear on the passing track. The train was eased in until the little red chariot got clear. Then the en-

gine and enough cars were cut off and shoved into the house track, so that my train was in the clear on two tracks. But on that run I had the misfortune to work with a young head brakeman making only his second pay trip. Our trainmaster had lectured this class of "students" vehemently on the subject of switches, their use and misuse. He had adjured them to line back the switches after use.

While backing into the house track at the south end—there were other tracks leading off of it, too—and to shove them into the house track, those switches had to be thrown. They had no locks, being "inside" switches, and it really made no difference how they were lined. A crew would throw them to suit its needs.

When we shoved in, we had them lined to let maybe ten cars enter the house track while the switches had yellow lights, not green, as if lined for the lead. That kid recalled that switches had to be lined back after use. In one sense, we had used them but hadn't finished doing so. Their facing point was against the wheels. The green brakeman went back and lined those switches, which he could do because they were between the front and hind trucks of two cars. With the passing of the passenger train for which we were in the hole, the head end of my train pulled right out to go over and couple up to the main part of the train in the passing track.

The switches back in the house track sent two cars into two different tracks and inevitably those cars turned over. They tore down the freight platform and ripped a chunk out of the depot before we could stop them, and the trainmaster held a kangaroo court, meaning an investigation on the spot. My kid brakeman, addressing the trainmaster by name. said, "You told me always to line a switch back to show green after using it." That left the brass collar dumbfounded; the boy had done as he was told.

"Well, I'll *bee* switched . . . " Wabash RR. switch-tender George Wallace gingerly attempts to bend the iron with a swarm of bees covering the switch lamp. What happened after photo was taken is not recorded. Just an occupational hazard!

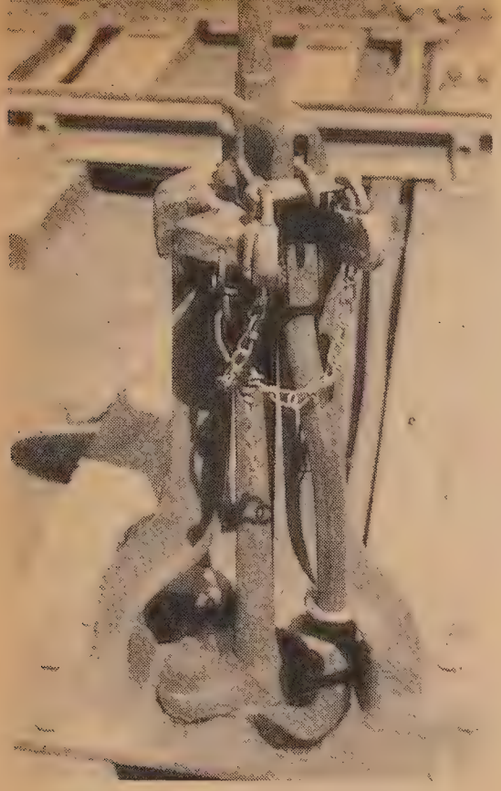
Another interesting phase of switching is called in the parlance of Western car hands "making a drop" and in the East "swinging it by" and sometimes "a flying switch." For example, if your train is traveling eastward with a car to be set out on a track that has a switch only at the west end, the following procedure is used:

The train is stopped back a goodly distance, where the car in question is to be cut off. One brakeman or the conductor handles the switch. The other man gets down at the bottom of the side ladder on the car, hanging on by one hand and holding the coupler lever with the other. The engineer then speeds up, which pulls the slack tight so the car cannot be cut off yet. Then, when the engine is rolling well, the hogger eases up. This gives enough slack for the car to be uncoupled while in motion. The engineer speeds up as fast as he can and runs out of the way, past the switch.

Then the switch is thrown between the engine and the rolling car, so that the latter will enter the siding. The brakeman who uncoupled it runs up the ladder and to the hand-brake and stops the car inside the siding.

BUT alas! There are many possibilities of a slip between the car and a switch. Some car hands get nervous or midjudge distance. I've seen the tank wheels of an engine get caught by a prematurely thrown switch and the car smashing into that, leaving nothing more for a crew to do but phone for the big hook, or wrecker. Most rulebooks provide that a "flying switch is forbidden unless practicable." If a crew succeeds it is "practicable"; if a mishap occurs, the company view is that it was not practicable. To put the situation mildly, brass collars are unhappy

Various switch keys from collection of Robert F. Harding. Key with check is from United Fruit Co. line, Costa Rica.



Switch stand on jointly-used C&O and Grand Trunk Western at Grand Haven, Michigan, is protected by a lock from each of the two intersecting roads.
Photograph by Bob White

when a flying switch piles things up.

In my beginner days, I got out one evening on a stock-car peddler, which is to say a train of empties to be distributed along the line at stock pens for loading hogs the next day. All but one of the stock tracks were double-ended; you could shove cars in at either end without difficulty. My conductor and I were on the head end doing the work. The single exception of the stock tracks was a one-ender with a switch at its east end, and the train I rode was moving west so that we had to "drop" two stock cars into that track.

Fearing that I might not handle the switch properly, the skipper walked on up about 200 feet to the switch and I saw him try it. After I had broken the airhose, bled (released) the airbrakes from the car, and made ready, he gave us the sign. I was on the bottom rung of the car ladder. When the hogger got them rolling well he eased up and let the slack run it. Then I lifted the coupler lever and gave him a sign with one foot to take off. That he did. The gap quickly widened between the engine and car, which was rolling fast.

After the engine had gone by the switch, the conductor tried to throw it, but it hung up, half open. He couldn't even throw it back to let the car roll down the straight track. In no time at all that car hit the half-open switch. Hardly six feet away, the section house stood beside the track. I was hurled off the car roof right through the front-door screen, which broke my fall or I might have been badly hurt. So I was merely scratched a bit. The next day section men found that the switch was defective, which made a perfect alibi.

We have now seen rulebook violations and two types of mishaps with switches. The book says that before using a switch for a flying switch operation it must be tested to make sure it is in working condition. I have seen a switch perform perfectly in well-oiled smoothness, then when we used it again the mechanism would hang up half open and the guy handling it couldn't budge it either way. So a car was derailed and turned over a few times, with a brakeman on top unable to get off in time, however agile he may be. A switch that is not closed tight in either direction is merely a gap in the track capable of derailing a car that rolls into it.

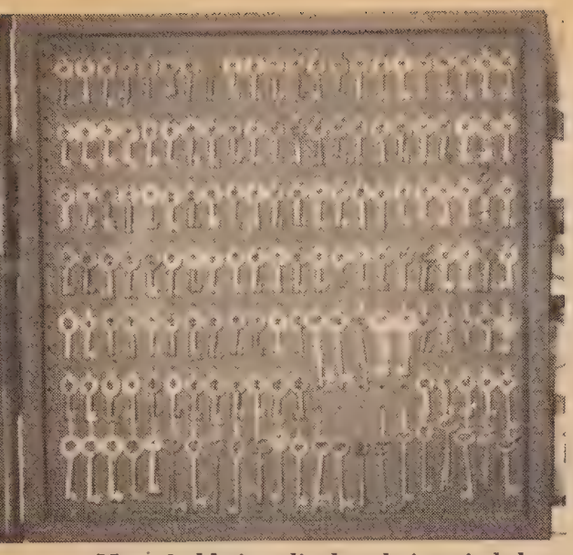
Santa Fe switchman lines up rails for freight movement in San Bernardino yard.

NOW let's take a look at the hobby of collecting switch keys. That phase is covered by a mimeographed periodical, *Key, Lock & Lantern,* issued by Paul V. Pietrak, Box 76, North Boston, N.Y. 14110.

"Of the three items included in the title," Paul writes, "lanterns are by far the easiest to come by. They can be found in antique shops, junk yards, old barns, basements, etc., but switch keys and locks are much harder to find. Sometimes you can pick up one in an antique shop but most antique dealers wouldn't recognize a switch key if they saw one. Your best bet is to contact old retired railroad men."

Prices of keys vary. Most people will charge as much as they think they can get from you. The minimum is $1 for a steel key from a large road or $3.50 for a brass specimen from a smaller road. If you want a key badly enough you may have to pay considerably more, especially if it's a rare one. Locks also range in prices, the lowest being $2 for steel and $3.50 for brass.

The list of switch-key collectors compiled by Art Lamport, Lubke Road, New Buffalo, Mich. 49117, contains only 63 names (see page 66), but Paul Pietrak estimates there are at least 500 such hobbyists in North America, not



Many hobbyists display their switch keys on boards. This is part of collection of Vic Rawstron, of Temple City, Calif.

counting those who have only one or two keys as part of a general collection of railroadiana. Most switch keys are about the same size and shape. Some are right-handed, others left-handed, and still others straight. Keys, as well as locks, usually bear the initals of the railroads which issued them.

Benjamin B. Kerr a retired Denver & Rio Grande Western hostler, who died in 1965 at age 90, had 856 switch keys, one of the world's largest collections, which he left to the State Historical Society of Colorado in Denver. According to V. B. Adam of Watseka, Ill., the old hogger had keys from just about every country on earth—except Eire, which he said did not use switch locks. Most of Ben's keys were obtained from fellow railroaders and other people whom he contacted over the years. He never bought a switch key. All were mounted on large panels, each key identified by a railroad name. Incidentally, the switch locks and keys in the railroadiana collection of the Railway & Locomotive Historical Society are on display in the Edaville Railroad Museum at South Carver, Mass.

Art Lamport, a Chesapeake & Ohio engineer who has been collecting switch keys since 1953, says that a railroad man has a much better chance of starting and improving a collection than a non-railroader has. Art himself has 1137 keys. He displays them in cases that measure 30x30 inches, each case holding 200 specimens. The key in his collection that he prizes most came from the old Florence & Cripple Creek and cost him $10. It is unusual in having a square handle. Other hard-to-get keys that he has include one from the South African Railways, which has raised letters instead of letters stamped in the metal, and a brown-imprinted one from the Swedish State Railways. He also has one key bearing the initials of two roads, RF&PRR and WSRR and one with the double imprint of CC&DRR and CD&MRR. Art is also rather proud of keys from 21 roads that were taken over by the Pere Marquette (now C&O). Keys from abandoned or merged roads command premium prices. He writes:

"Years ago, one of our C&O conductors gave me his entire collection, about 200 keys, at once, which gave my own collection a mighty big boost. I write many letters to fellow railroaders and total strangers asking for keys. Now and then a C&O man going on vacation returns with a switch key for me. Represented in my collection are the United States, Canada, Mexico, South Africa, Sweden, Cuba, Australia, New Zealand, Japan, and several South and Central American countries."

MY GUESS is that the world's biggest collection of keys—but only a fraction of them switch keys—is the 35,000 or so owned by Walter Hammond, a retired member of the Brotherhood of Maintenance of Way Employes living at 1015 Darr Avenue, Farrell, Pa. 16121. Walter started his collection in 1960 when he was operating a bulldozer on the Erie-Lackawanna, which was about to unload a batch of old keys. When word of his hobby got around, keys were given to Walter by the boxful.

"It seemed that every time a train went by," he writes, "someone would throw me keys from the caboose."

The largest manufacturer of switch keys is Adams & Westlake Co., which has been producing them since the 1870's, according to Terry Durkin, who adds that almost three-fourths of the keys in his big collection were made by that firm. Other key-makers include the Fraim Co., the J. L. Howard Co., the Eagle Lock Co., the J. H. Climax Co., the W. Bohannan Co., the Slaymaker Co., the Mitchell Co. of Montreal, and H. Ritchie & Co., which produced keys for the old Central (now Southern) Pacific.

Nearly all switch keys are made of brass. In Terry's entire collection of 726 keys, only about ten are steel. Answering a question, Terry tells me that about half of his keys were given to him by the railroads themselves and the rest were bought from old railroad men or other collectors. A large number were obtained through this magazine's *Switch List.*

BEFORE telling you more about the key-collecting hobby I am taking an intermission to quote from William F. Knapke, ex-boomer and retired Southern Pacific conductor, regarding switch-stands.

"If any one thing around a railroad has offered a larger variety of shapes, sizes, and conditions than switch-stands," says Bill, "I don't know what it is or was. Did you ever see the movie *Union Pacific,* which came out some years ago and was recently shown on TV? If so, you may remember a scene where the hero walked up to a 'quadrant' switch-stand, stood sidewise to the track, and 'bent the iron' with ease. Well, brother, plenty of those stands were still in use when I started in this game *before* the turn of the century; but I never saw one that could be thrown without your facing the track, doubling up like a question mark, putting one foot against the end of the quadrant, and blame near pulling your arm out of the socket to get it over.

"They got their name because the lever which moved the rails traveled in a quadrant much like the reverse lever on an engine. All of them were three-throw stands. With the lever in upright position, the rails were lined for the main-line or center track in the yard and, of course, that left one right and one left track provided for. Some of 'em were fastened by a long hasp that passed through holes in the side of the quadrant, while another type had a long flap like a hinged box top with notches corresponding to respective positions of the lever, when thrown.

"Then there were a variety of 'ground' switches, some with long handles and great iron balls on the end opposite pivot pin. Some were located between the rails, so that you had to stand in the center of the track of throw them. Others had to be thrown parallel to the track or at right angles. Then, too, there were 'high' and 'pony' stands, pretty much like those of today, except that each road seemed to try to find a different way of locking them, as well as all sorts of gears and contraptions to revolve the target.

"Some were spring rods and others were rigid. (Spring switches could be run through without bending and injuring switch points or tie rods; the rigid ones could not.) The old Nashville, Chattanooga & St. Louis (now L&N) had a main line switch that embraced both features. With the handle in locking position, the points were held in place by a spring rod, but when you raised the handle to throw the switch, a

long rod attached to the back end of the handle entered into a hole in a stiff or rigid rod and you threw the rails with the rigid rod. This prevented weakening springs in the other rod, which was the main objection to spring rods.

"In the old 'bridge' yard north of the Relay depot in East St. Louis, Ill., was a switch arrangement unlike any other I have ever seen. Instead of a frog, a short piece of rail pivoted where the heel of a frog would normally be. The moveable end of this piece of rail was arranged—through a system of rods, levers, and cranks—to operate in conjunction with switch points. The switch points were stub rails.

"Then there was the Horton switch, which I believe was once standard on the Chicago & Alton. It had no frog or even a break in the main-line running rail. To enter the siding, when you threw the switch handle one taper switch point came against the stock rail, but instead of an opposite point an oblong hunk of iron, high enough to lift wheel flanges above stock rail, slid over on top of the running rail. The back end of this hunk, which somewhat resembled a derailer, was fastened in line to the outside rail of the siding.

"At the same time you hoisted or slid that hunk of iron, another one bobbed up on the running rail where a frog would normally be placed. This latter piece connected with switchpoint rail and the inside rail of the siding. So in you went. First one side of your train hove up in the air as it passed over the hunk at the point and then the other side rose as you merrily bumped over the second hunk. Your entering speed could not exceed six miles per hour, which wasn't so good if you were on short time, but better than derailment.

"Then there was an interlocker switch-stand. You had to throw one handle which controlled a distance signal; then you could move another handle to activate the switch points. Yea, verily. Switch-stands came in assorted shapes, sizes and conditions."

ROBERT HARDING, who owned the Joe Cushing gold-plated key, acquired hundreds of switch keys in the 1950's by getting his requests printed in various newspapers and small magazines and by writing to the Public Relations departments of railroads. A typical letter drew this response from the Ontario Northland:

"I am sending you a Temiskaming & Northern Ontario switch key. However, I can do nothing about an Ontario Northland key, as we have no defective keys and we are not permitted to give serviceable keys. To make up for that, I am able to give you a real prize in the form of a Nipissing Central key. The NC was the electric line that ran from Cobalt to New Liskeard, Ont., beginning in 1910, and was taken over by the T&NO."

A letter to the Grand River Railway, also in Ontario, was answered as follows: "I was not able to locate a key for you as we are changing our switch locks to Canadian Pacific locks, and the few GRR switch keys we have are required by train crews. But I managed to pick up one of our old keys from the Galt, Preston & Hespler Ry. (our former name), which I enclose."

An official of the Alaska Railroad stated: "We do not have a switch key with our initials stamped on it. You could take the enclosed key to some shop in your city to get it done."

The Lakeside & Marblehead sent him "one of the first keys used on our road, which was incorporated in August, 1886." The East Broad Top (see front cover on the present issue of *Railroad Magazine*) told Lt. Harding: "It is contrary to the policy of this company and the Interstate Commerce Commission to have any switch or boxcar keys in the hands of anyone but operating employes of the company who are individually charged with them."

Generosity featured the Apache Railway's reply: "Enclosed are 4 different switch keys which have been used at various times during the past 30 years on the Apache Ry. and other lines in the Southeast." Even more generous, the Oahu Railway & Land Co. in Honolulu sent Bob Harding five switch keys and a conductor's cap badge. Then the Saudi Government Railroad in Saudi Arabia donated a switch key with an Arabic inscription to the persistent collector. Other keys came from Japan, Yucatan, Denmark, Panama, Costa Rica, Cuba and so on.

Said his wife: "Bob kept his typewriter clacking far into every night. He read a lot of rail publications and wrote to retiring oldtimers for keys."

The nation's largest dealer in railroadiana, Grahame Hardy, Box 622, Carson City, Nev. 89701 reports that rare switch keys such as those from the Colorado narrow-gages, Virginia & Truckee, and Carson & Colorado, sell for as high as $37.50 each.

"Keys from the trunk lines have less value," he adds. "I generally get $5 up for one from the Pennsy, SP, Santa Fe, etc. Now and then I have run into fakes such as new keys bought from local locksmiths and die-stamped with whatever initials the customer wanted."

And now you have the story of switch keys—their place in railroad operation and as collector's artifacts. ●

Switch-tender pulls hard to rotate this Union Pacific target and lamp type switch-stand. This is a common type.

Keys from collection of Robt. Harding: (l to r.) Midland Terminal, Florence & Cripple Creek, and Colorado Springs & Cripple Creek. Square designs are rare.

Also from Harding collection are this Pennsy switch lock and key, more than 100 years old and reportedly used in or around Harrisburg, Pennsylvania.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***What's the story behind record-length freight trains?***

With wireless remote control for locomotives, it is now possible to operate extra-long trains with one crew controlling head-end locos, in-train locos, and, if need be, pushers. More than a year ago the Pennsy ran an experimental 300-car freight train, a record which it broke more recently with a 341-car train having 3 diesel units on the head end and 5 more units, remote-controlled from the lead unit, two-thirds of the way back in the train.

These records were topped last October 5th by a Norfolk & Western train of 450 loaded coal cars running from Iaeger to Williamson, W. Va., with three 3,600-hp diesels forward and 5 similar remote-controlled units near the middle. Then on Nov. 3rd and 8th the N&W ran 420-car trains. At length on Nov. 15th the N&W's current record-holder, a 500-car coal train, left Iaeger for Portsmouth, Ohio, 157 miles. This blockbuster was about 4 miles long and weighed about 47,000 gross tons. It was the longest train in history.

The train encountered a 90-minute delay near Williamson, when a coupler knuckle broke about 350 cars from the head end of the train.

In the face of this trend, we hear predictions that the caboose—no longer little or red and in many cases without a cupola—will eventually be abolished in main-line service and that train crews, as well as engine crews, would ride the locomotives. But before that could be done, someone would have to come up with a workable and safe device for protecting the rear end without human flagmen. Also the railroad companies would have a tough job of negotiating new contracts with the labor organizations. Britain is having such trouble.

2 ***Which road has the largest suburban train fleet in U.S.?***

The Long Island, of course; but the Chicago & North Western has the world's largest *double-deck* train fleet.

3 ***Last month you ran a photo of prefabricated track being laid on the Illinois Central's Redwood line. What is the Redwood line?***

It is the IC's new Redwood District, 26 miles long, newly built and opened last November 29th, the longest rail line built in Mississippi since the 1920's. Built mainly to serve the new Vicksburg mill, a $60 million operation of International Paper Co., it will encourage further industrial development of the Yazoo Valley. Exactly 314,080 spikes were hammered into the new trackage.

4 ***Define "cow and calf" units.***

This term is applied rather loosely to any combination of a diesel switching loco with an additional unit, without controls, that is semi-permanently coupled to it for operation. Says Ray Corley, 490 Albertus Ave., Peterboro, Ont. Canada:

"There are two distinct types of additional units. One, carrying its own diesel engine is properly a 'booster' unit, so that the combination of the two units is similar to A-B combination on a road loco, with twice the number of axles and twice the hp of the standard switcher. This, I believe, is the combination to which the term 'cow and calf' was first applied. (See photo on page 59)

"The second type is merely a frame, with ballast, and 4 traction motors but no engine. It is designed to give high tractive effort, at relatively low speeds—principally for operations like hump yard service—with all power being supplied by the single power plant on the leading switcher unit. This additional unit is usually referred to as 'supplementary unit' or 'slug.' The *combination* has also been referred to as 'cow and calf,' but in such cases has a different meaning from the other."

5 ***I am looking for the old poem "Asleep at the Switch."***

Here it is. The poem was written by Charles Shackford in 1897.

The midnight express will be late here tonight
So sidetrack the westbound freight.
Those are the orders that Tom had received
As he passed through the roundhouse gate.
Tom was the switchman, with heart true as steel,
And duty was first in his breast,
But the thought of his boy, who was dying at home,
Crazed Tom, and he fell at his post.
The shrill whistle blew on the freight for the west,
The rumble was heard of the midnight express.

Asleep at the switch, and no warning light
To signal those trains that rushed through the night!
When down to the switch ran Tom's daughter Nell.
The crisis had passed; his boy would get well.
She caught up the light and waved it on high,
And sidetracked the westbound freight,
And the midnight express all in safety flew by,
While Tom was asleep at the switch.

The freight slowly backed on the main line again,
The crew called to Tom, "Good night!"
Only the sob of a girl made reply,
And they saw by the engine's light
Tom lying flat at his post where he fell,
And there, with her head on his breast,
Was his brave daughter Nell, who'd saved all their lives
And those on the midnight express.
Each man on the freight for the west bared his head,
For Tom's heart had stopped, at his post he lay dead.

"Asleep at the switch," the president read,
"And my wife and child were on board," he said.
"This road shall reward such heroic acts."
He sat at his desk and filled out a check
And sent it with all dispatch.
'Twas for Tom's daughter Nell, for her deed that night,
While he slept his last sleep at the switch.

6 ***Was there ever such a railway as the Chicago, Lake Shore & Eastern?***

Yes. Opened in 1896 from South

Chicago, Ill., to Clark Junction, Ind., with 518 miles of track but little more than 50 route-miles, it was leased to the Elgin, Joliet & Eastern in 1909.

7 ***I have a switch key marked "Bedford." What railroad was that?***

Probably the Bedford Railroad, chartered in 1858 to build a line from Hopewell to Bedford, Pa. This company was consolidated with the Huntingdon & Broad Top Mt. in 1864, so your key may be really old. There is also a possibility that it came from the Bedford Belt Ry. (part of Milwaukee Road).

8 ***Did the ornamental diamond stacks on early locomotives serve a useful purpose?***

Yes, indeed. They housed the spark arresters so necessary on woodburners. Among other common shapes were the so-called cabbage stack; the large, conical, balloon stack, and the straight stack with a small conical housing on top. All contained screen or baffle devices to entrap the sparks that showered from the exhausts of woodburners, their purpose being to prevent trackside fires.

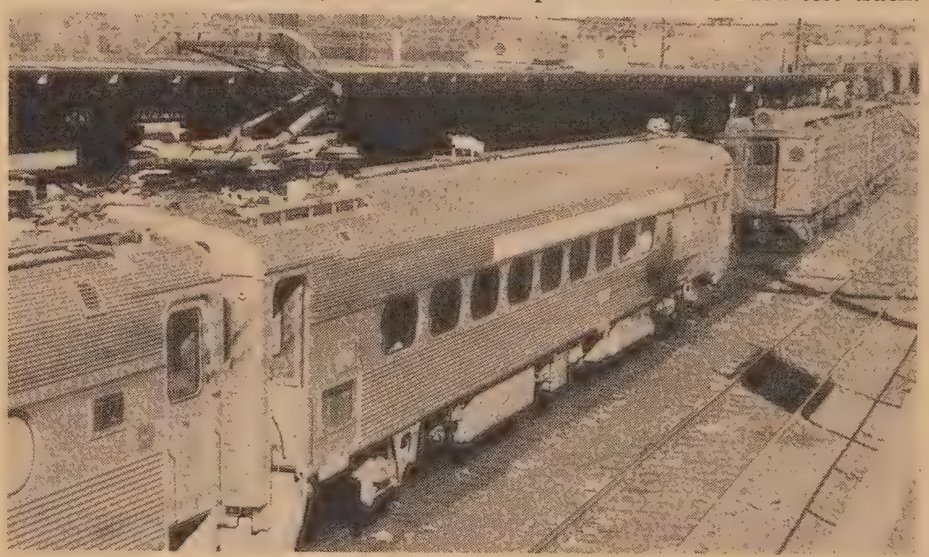
9 ***What happened to the project to rebuild the old Virginia & Truckee?***

The Nevada Heritage Society had hoped to reconstruct the line, or at least a considerable portion of it, but could not do so for lack of funds.

10 ***What is a "kiss 'n' ride" facility?***

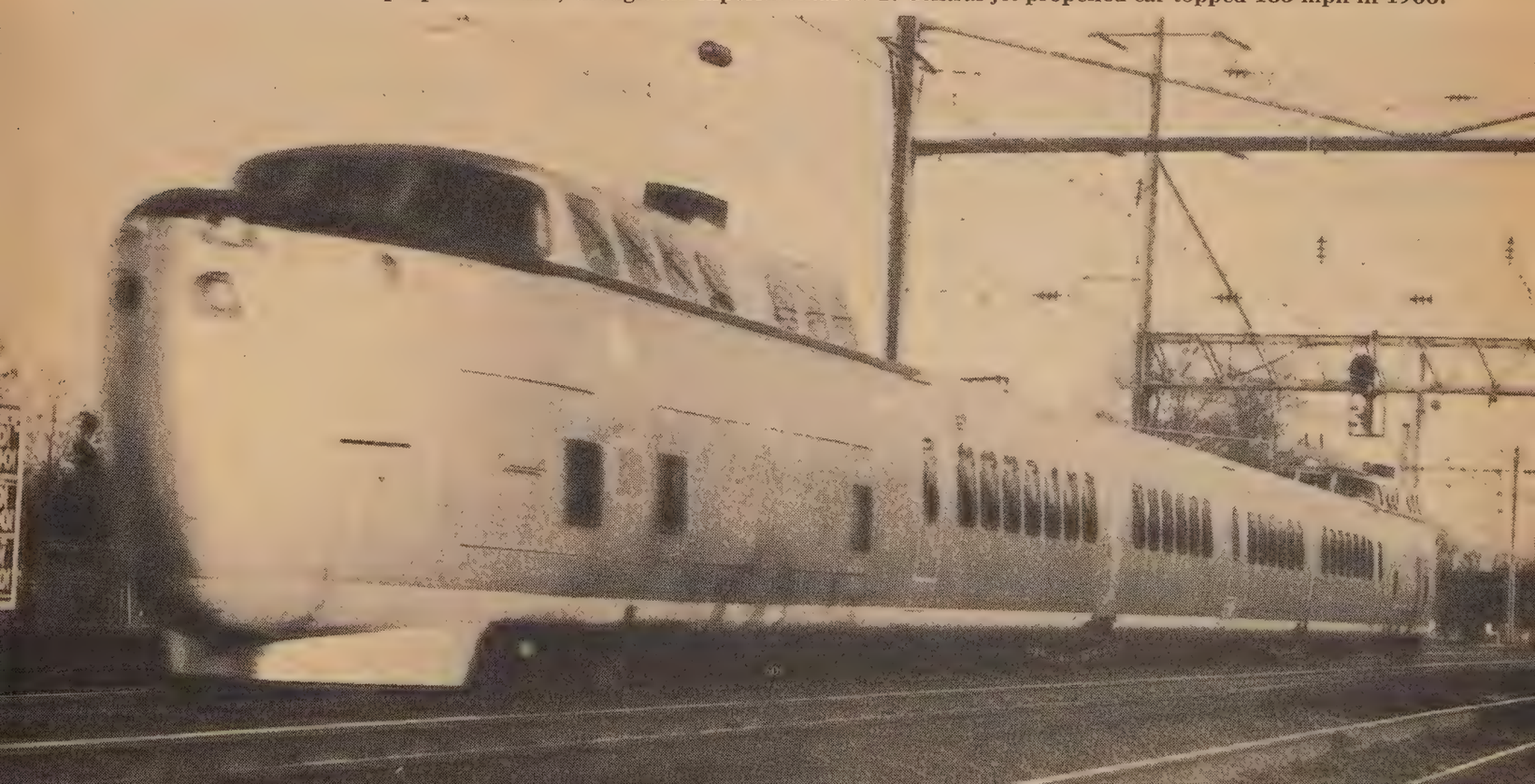
This is a colloquialism for any motor driveway near a suburban station to

In November our assistant editor rode the U.S. Department of Transportation electric multiple-unit train at 149 mph on Pennsylvania Railroad test track between New Brunswick and Trenton, N.J., and was favorably impressed with the smooth ride. This train, pictured in our January issue, is seen above at the Morrisville, Pa., shop with the first two production high-speed cars, which have curved sides, different trucks, and other differences. (Below) The test train waits at Trenton for a 2-car local of older PRR multiple-unit cars, many of which will be replaced when high-speed service begins, to pull out. Then, on December 20th, the United Aircraft TurboTrain, also shown in the January issue of *Railroad*, exceeded 170 mph on the same PRR test track.



Three photographs by Roger Arcara

United Aircraft gas-turbine train roars through Princeton Junction, N.J., at 170.8 mph, December 20, 1967. This set a new record for American traction-propelled trains, though an experimental N. Y. Central jet-propelled car topped 183 mph in 1966.



which a woman drives her husband in the family automobile so that he can board a train to the big city.

11 ***Give details on the Southern Pacific's recent tunnel enlargements.***

Briefly, the dimensions of some new freight cars now in service forced the road to increase clearances in 6 tunnels along a 2-mile stretch of track near Donner Lake. These tunnels had been drilled through solid granite as part of the old Central Pacific's portion of the first transcontinental railroad in 1866-'68. Tunnel 6, longest and westernmost, had its floor lowered about 3½ feet by drilling and blasting.

All others had their ceilings raised, except Tunnel 10, which had been enlarged in the 1930's. Tunnels 7 and 11 had fairly thin roofs, which were blasted away. New concrete roofs were poured over them to form snow shields. Tunnels 8, 9, and 12 had about 3½ feet of granite blasted from their ceilings to increase clearances.

While the work was going on, trains were using the Norden-Eder short-cut, built in 1925, in both directions. Normally, the latter route forms the eastbound track—and the original Central Pacific line forms the westbound track —of the SP's doubletrack main line over the Sierra Mountains. Before the tunnel enlargements, westbound trains with oversize cars or loads had to be routed via the eastbound track.

Running Extra

Regarding item 11 in our January department, Al Shade, 9831 Aldridge Drive, Columbia Station, Ohio 44028, says the Lake Shore & Michigan Southern (now part of NYC system) also was a left-handed road and he has old postcard views showing it.

"This letter coming from a bus company officer may seem strange to you," writes Brian E. Sullivan, director of market research and assistant to the marketing manager, Coachways System, 15205 112th Ave., Alta., Canada, "but both my own personal sympathy and that of this company favor greater intermodal cooperation in the passenger field.

"Some time ago you printed an inquiry as to whether or not there is a business car extant that is older that the Wheeling & Lake Erie's 03, built in 1888. Yes, there is: the Northern Alberta Railways business car *Dunvegan*. Built in 1882 for the Canadian Pacific, it was used first as the private car of railway contractor Shepard in his supervision of the construction of the first CPR line across the prairies. This car, which is in fine condition, ran until recently on the NAR, from which it was transferred to the Glenbow Foundation pike at Heritage Park, where it spends its non-working days on a siding."

Says Charles Hopkins, 684 Broadway, Everett, Mass. 02149: "Investigating the contents of an old trunk in my attic, I found some certificates that read, 'Gold bonds issued by the Virginia & Tennessee Railroad, 1828.' Was that road ever built? If so, what eventually happened to it?" Can some reader tell him?

Poem, "The Night Operator," is wanted by J. C. McGrew, 1435 Washington Ave., Parkersburg, W. Va. 26101.

Writing a book on North American railroad stations, Edwin P. Alexander, Box 528, Upper River Rd., Yardley, Pa. 19067, wants to hear from readers who can supply interesting stories about depots, big or little. Factual of course.

Item 5 in our January department asked, "Where can I see and photograph Davenport steam locomotives?" We listed two Davenports on display but, according to Clovis Butterworth, a CP&LE employe last summer, 3708 W. Erie Ave., Lorain, Ohio 44053, we "overlooked the most famous of them all: the 3-foot-gage *Albert* of Cherokee Wonderland fame, which is still very active. She is now owned and operated by the Cedar Point & Lake Erie Railroad at the Cedar Point Amusement Park in Sandusky, Ohio. She can be seen, heard, smelled, and ridden behind, as well as photographed, between Memorial Day and Labor Day."

Old Adlake oil lamp shown in our Nov. issue was a type the Pennsy used over 30 years ago, we learn from Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002, who also says W. A. Rusk, Sales Dept., Transportation Div., Adams & Westlake Co., Elkhart, Ind. 46514, can supply parts for old Adlake lanterns.

"Where did the Texas & Pacific get the 4-wheel cabooses they used long ago, and what happened to them?" asks A. F. von Blon, Jr., 1208 Locust, Muskogee, Okla. 74401.

Request for data on 4-10-2 locos by W. R. Osborne (Dec. issue) brought results. "I received many informative letters and cards," he writes, "but more than half them said the experimental Baldwin 3-cylinder 4-10-2 No. 60,000 is preserved at the Smithsonian Institution, Washington, D.C. Not so. She is on display at Franklin Institute, Philadelphia, Pa., and has been since 1933. I personally photographed her while she was being moved over the streets of Philadelphia from a B&O siding. Part of the wall had to be removed to permit her entry into the building."

This huge engine is on a short length of track. An electric motor rolls her a few feet back and forth to change the positions of working parts for better visualization.

Photos and info. on two wrecks are sought by Leonidas Brock, 1785 W. 9th St., Pomona, Calif. 91766. One took place about 1919 south of Cisne, Ill., in the B&O's Shawneetown branch; the other was at or near Marshall, Ark., on the old Missouri & North Arkansas, about 1923, a head-on collision of a freight and a passenger train.

"I seek the complete poem about a train snowbound on Christmas Eve with

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J.

Steam locos operated as tourist attractions require the same maintenance as they did in common service. Inspecting valve gear of New Hope & Ivyland 2-8-0 No. 40.

a large pumpkin pie," writes L. T. Gotchy, Box 363, Hesperia, Calif. 92345. The only lines he recalls are:

And when the morning sun etched the eastern sky
We finished off the last of that pumpkin pie.

Recently we asked if anyone knew of a North American train hit by lightning. "Yes," replies Harold H. Pruitt, Gainesville, Ga. "In June, 1892, lightning struck the *Airline Belle* on the Richmond & Danville near Gainesville. After hitting the engine stack, the bolt leaped to the whistle, smashing it, and then went down the line of coaches, breaking windows and wrecking the stoves (which luckily were not in use at the time). Some passengers were shaken up.

"Will someone give me details about the two Great Northern passenger trains ditched by tornadoes in Minnesota: the *Oriental Limited,* June 22, 1919, at Fergus Falls and the *Empire Builder,* May 27, 1931, at Moorhead? I would also like to know about the Central of Georgia mixed train that a tornado wrecked near Buena Vista, Ga."

"Oldtimers tell me that the last train ran out of my home town in 1896," writes Cliff Hastings, Box 18, Rew, Pa. 16744. "I have collected hand-made rail spikes from three roads—the Bradford, Bordell & Kinzua, the Rew & Eldred, and the Tionesta Valley—and none have identical dimensions. Can some reader throw light on railroading in this area?"

Details on the Erie class H4 Camelback 2-8-0's acquired from the New York, Pennsylvania & Ohio and presumably rebuilt by Baldwin into "straight" Consolidations are wanted by Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138.

Question from Denver D. Davis, Jr., Saint Paris, Ohio: "Do you have any information on Casey Jones?" The answer is yes, but we have printed it often. Send 25¢ to the Casey Jones Railroad Museum, Jackson, Tenn., for a copy of their illustrated booklet.

Northern Pacific's "Tokyo Express," seen in Rocky Canyon near Chestnut, Montana, is an experimental train to determine the practicability of moving container-on-flatcar and trailer-on-flatcar loads to Chicago at the high speeds of passenger trains from Pacific Northwest ports, where goods from the Orient are landed.

"Wreck on the C&O"

George Alley

Our item about an old folksong, "The Wreck on the C&O" (Nov. '67), intrigued Ronald S. Lane, 2839 Village Drive, Columbia, Ind. 47201, who writes: "I have made an extensive study of that song and the facts behind it, over a 4-year period. I visited the wreck area 4 times, talked with oldtimers, corresponded with descendants of engineer George Alley (who died in the crash), including a surviving daughter in Baltimore, Md., and found much memorabilia pertaining to the wreck. Also, I have collected 31 variants of that song. I became interested in it after hearing the song on a Joan Baez record.

"George's father and 5 of his 6 brothers worked for the Chesapeake & Ohio, most of them as engineers, their total service being 275 years, continuously for 102 years. I have portraits of many members of the family.

"Coaches of the elegant *FFV (Fast Flying Virginian),* which was wrecked, were painted orange with a maroon band, gold-leaf lettering, red wheels, and silvered windows. Stations were orange and white. On Oct. 23, 1890, the train, No. 4, was indeed an hour late, according to the Oct. '90 *Official Guide,* which listed its regular departure at 4 a.m. The wreck occurred 3 miles east of Hinton, W. Va., at 5:40 a.m. A night storm had toppled a rock onto the eastbound track a few minutes after a trackwalker had found the track clear.

"Baggage and mail cars were derailed and badly damaged but did not end up in the Greenbrier River. Louis Withrow, the regular fireman, was scalded so severely that he was laid up for 4 months. Upon returning to work, he fired for George Alley's brother, Lon, on the *FFV*. He was injured in a wreck March 29, 1891, near the Fort Spring tunnel in W. Va., when they rammed a train which had broken in two.

"The other fireman, Robert Foster, had been firing the *FFV* in Withrow's place Oct. 23, 1890, and was deadheading back home to Clifton Forge that fateful morning. George's mother had died in 1873; so she did not, as every version of the song states, come to the roundhouse with a basket."

Photograph by Paul Ziegler

Canadian National 4-6-0 No. 83 stops for water during regular trip from Port Dover to Simcoe, Ontario, about 1955. Notice the counterweights for the spout.

Interesting Railfans No. 63: DON WOOD

by Freeman Hubbard

Illustrated with Don Wood photographs

LAST November 19th the manager of Walter Reade's popular Town Theater in Middletown, N.J., took a night off and was replaced temporarily by the attractive young woman who manages the Reade movie house in Asbury Park. Before the show started, she stepped into the projection room, in which Don Wood was on duty, to ask a question. The projectionist blinked, laid down a railroad book he'd been reading, and looked up.

"Oh, no," the visitor exclaimed in mock protest, "not you too!" She explained that her father also was a railfan and had their home filled with railroadiana. "Maybe you know him."

"What is your name?" asked Don, who is a rail cameraman of distinction and senior commercial photographer at Bell Telephone Laboratories in Holmdel, N.J., as well as a relief projectionist several nights a week.

"Kathie Maguire."

As the name sank in, he inquired, "Steve Maguire's daughter?"

"One of them." She smiled brightly. "I have an older sister."

Don knows Steve by reputation. He has always lived in his native state of New Jersey, currently at 3 Ned Drive in Matawan, about 15 miles from the Belmar home of our *Transit Topics* editor, and for years the two men have admired each other's work in *Railroad Magazine* and elsewhere but they have never met.

"Miss Maguire," he said, handing her a new railroad calendar on which every photo has a Don Wood credit line, "please give your father this with my compliments."

"Thank you," she said. "I will."

BORN February 10, 1932, the son of a Western Electric Company department chief and a practical Swedish mother, Don grew up during the Depression years and World War II, a troubled era reflected in the hard realism with which he faces life today. His early boyhood home was in Keansburg, a ferry landing on Raritan Bay near the Jersey Central single-track line running between Matawan and a New York & Long Branch Railroad connection near Eatontown. Once a bustling excursion route, that line was gradually cut back to Atlantic Highlands, where it now terminates, and it lost passenger service about a year ago. The lad often walked with his mother to the Keansburg depot to meet his dad, and by watching the steam-powered trains come and go he acquired a love for them. The first engine number Don remembers, 171, was a Camelback 4-6-0. One night as a boy he rode behind her on a high-speed, unforgetable, non-stop run while a full moon shone above and a special was on their tail.

"What a run!" he recalls. "The special couldn't be stopped or slowed for our train, so after Perth Amboy all our way-station stops were cancelled and we highballed like a runaway comet straight into the old stub-end Newark terminal. Being in the last coach, I saw how concerned our conductor looked as the special seemed to be gaining on us. Getting off the train at Newark, I strolled past the 171 and got the impression that she was out of breath, with her cross-compound pumps exhausting through her stack. The engine crew stood on the running board talking and watching the pasengers stream by. At that moment I became a railfan."

Don Wood dabbled in tinplate, like other kids, until after the war. Then he acquired a camera and began photographing railroad equipment to aid him in building accurate HO scale models. Soon he became so much interested in picture-taking that for 15 years he seldom touched a model.

Aside from hs contributions to *Railroad Magazine,* including our present front cover, Don had had a total of 17 cover shots on *Trains,* one of them in color; also a full-color cover on *Modern Railroads,* the big industrial monthly, and, coming soon, one on *Model Railroader* magazine. He has done much other work for magazines—high-quality work, too—and for hi-fi record jackets and books and even the Pennsylvania Railroad, his most recent Pennsy assignment being high-speed views.

From spending time around the Pennsy's South Amboy enginehouse in the 1950's, while steam was making its last stand there, he got to know the crews and maintenance men very well and often helped them to hostle the great Pacifics around the yard on busy Sundays in summer when doubleheaders had to be turned, watered, and coaled. He recalls an embarrassing incident that has never before been told in print:

Canadian National iron horse 6205 and another sort of horse, Caledonia, Ont., 1958.

Don Wood's wife, Rita, posed as a *Twentieth Century Limited* passenger for this photo, used on a *Trains* magazine cover.

"One day the 5439 was spotted under the coal tipple at South Amboy and was having her tender topped off with black diamonds, with me as an amateur hogger at the throttle. The hostler gave a go-ahead sign for the engine to be turned on a wye, there being no table in that yard. We backed up past the enginehouse, over the switch, and onto the stem of the wye, which was more than long enough to hold two K-4's. As the 5439's pony truck passed over the points, the hostler, riding her pilot, dropped off, bent the iron, and gave me the go-ahead.

"I swung the engine brake-valve for air reduction, but nothing happened, although a quick glance showed plenty of air pumped up. I estimated we were running about 10 miles per hour, at which rate it wouldn't have taken long to eat up the remaining space and dump the big engine onto the cinders, maybe into Raritan Bay! Well, I grabbed the power-reverse lever, jammed it forward, and pulled out the throttle as far as I could. The 4-6-2 slid a bit on oily track, checked her backward flight, and spun her 80-inch drivers wildly.

"Her new fire had gone up the stack and about a ton of coal lay scattered on the ground from the abrupt change of direction. I was very near the track's end. As I shut her off quickly, she began to take hold. The hostler climbed into the cab then, demanding angrily what the hell I was trying to do, and practically kicked me out of the cab, and I yelled, 'No air!' After that he took her up through the double-ended enginehouse, rapping the rear of a shiny EMD diesel, the 5883. He could not stop her either. They ordered me to clear out fast before a brass collar arrived, and never again to handle a steamer."

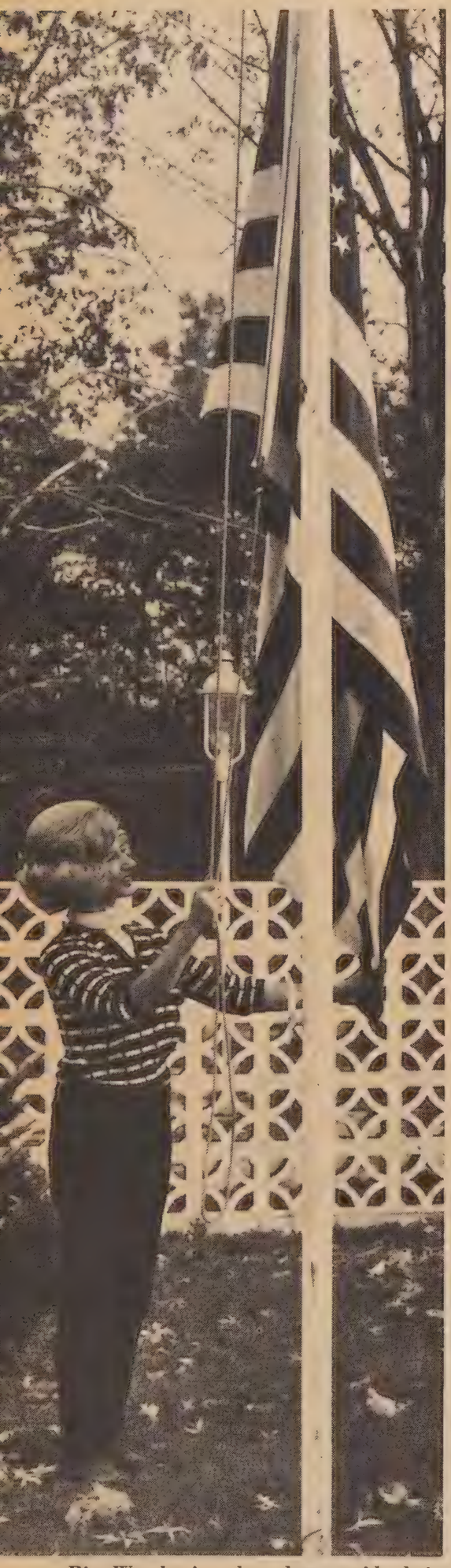
PREVIOUSLY, our hero had run a K-4, the 1361, now on display at Horseshoe Curve. Three years after the South Amboy fiasco he visited the Pennsy's Wilmington shops to shoot a GG1 electric to illustrate a magazine article. The GG1, No. 4811, was ready for him. After he had photographed her, the shop foreman asked, "Have you ever handled a locomotive?"

Blithely Don replied: "Oh, sure. I used to run K-4's at Amboy."

The foreman said the 4811's brakes were the same as those on the K-4's. He showed the young man the throttle operation and let him run her about 100 yards up and down the lead. Not many railfans could top *that* experience.

Says John A. Rehor of Lakewood, Ohio: "I first met Don Wood through one of his steam shots in *Railroad Magazine*. It impressed me so much that I came out to Ohio and we ranged across the state together, shooting pix. Other joint ventures followed. I found him to be a dedicated train-watcher and a highly-skilled, imaginative cameraman. Like myself, he prefers solitary lineside haunts to regularly scheduled fantrips. Having no illusions about steam power's future, we approached every picture-taking opportunity as if it would be our last—which it often was.

"In 1956 we covered mostly the Baltimore & Ohio and Nickel Plate. I'll never forget a pair of dawn episodes in sleeping towns where we found B&O Pacifics wheeling passenger consists out of the rising pink sun only weeks before they finally disappeared, and EM-1's doubleheading coal up the hill to Middlefield, a Norfolk & Western interlude at Portsmouth, the *Cincinnatian* at Deshler, and numerous encounters with



Rita Wood raises the colors outside their home in Matawan, New Jersey. They take pride in displaying Stars and Stripes.

Berkshire types on the Nickel Plate."

Next year, the two hobbyists spent three days in southern Ontario.

"Before that," John relates, "we had merely roamed around the U.S.A., catching steam pretty much by chance; but for this trip we laboriously worked out a timetable and stuck to it. On our first morning north of the border we started in St. Marys at 6:40, meeting a dandy little Canadian National engine on an accommodation train. Hundreds of miles and some sixty 4x5's later we were still busy, flash-bulbing a Pacific type near Owen Sound at midnight. The next day was just as exciting. We trailed a CN Mogul which was hauling a way freight south of the Canadian Pacific's photogenic Teeswater branch."

During 1958, '59, and '60 they revisited Canada four times. A conductor who dropped off the rear of a Pacific-drawn accommodation on the CN at Blackwater, Ontario, quickly recognized Don Wood and proved to be a longtime reader of both *Railroad Magazine* and *Trains.*

One balmy July morning in 1957 the two explorers, in Don's beloved Dodge, were chasing a slide-valve ten-wheeler, CN 1528, when, after making several shots of her, they raced to a highway crossing and whipped into a lonely dirt road that paralleled the rural single-tracked branch. Don slammed on the brakes, ready to dash to lineside for another picture; but the front end of his car dropped four feet into a brush-hidden ditch, lifting the rear tires off the ground. The two railfans groaned. They just couldn't budge that automobile.

"Let's get a shot anyhow," John suggested. "May be our last chance today."

Well, they got it. Five minutes later, by a rare bit of luck, a gas engine dragging a trailer full of gandy dancers chugged by and stopped long enough for five men to lift that heavy Dodge out of the ditch. The partners' last joint trip to Canada resulted in a *Trains* cover and a 10-page photo spread. John comments, "What a wonderful way to bow out!"

In 1965 Carl H. Sturner of Earlton, N.Y., was editing a model railroad club publication at Bell Telephone Laboratories in Holmdel and Don offered to supply pictures for it.

"I advised him to do something with the superb photos he had filed away," Carl writes, "and that led to our joint project of putting out a railroad calendar each year. The 1968 issue (which he gave Kathie Maguire for her father) is our third."

Home base for Don Wood's photography is this split-level house at 3 Ned Dr., Matawan, N.J., where we see Rita with Cynthia Ann, 2 (left) and Lisa Ann, 4.

Carl soon became familiar with the model railroad in the basement of Don's home and his entertainment room which boasts a stereo hi-fi system plus a miniature theater for showing sound movies. By that time, of course, our subject had married.

"While there was still mainline steam to photograph," John Rehor tells us, "Don remained a bachelor. My wife tried to interest him in a cute little waitress of her acquaintance, but couldn't."

ONE Friday night about eight years ago, Railfan No. 63 fell hard for a statuesque blonde named Rita Carol Picchiello, a beauty who knows how to dress and carry herself gracefully. It was love at first sight. Dave Morgan, the editor of *Trains,* once asked Don to produce a cover photo showing, from

Pennsy diesels head into Spruce Creek Tunnel, several miles east of Tyrone, Pa.

the outside, passengers in the observation car of the 20*th Century Limited*, to illustrate a feature article; and Don made such a picture, using Rita as a model. Not long afterward, he married the girl, and Dick Dressel was best man at the wedding.

"Don attracted me in the first place," says Rita, "because he is clean-cut, well mannered, and understanding. I found him refreshing—he didn't give a girl what is commonly called 'a line.' He is direct, self-confident, and natural, and sometimes shocking in his frankness."

Don usually feels ill at ease in crowds and almost has to be forced to go to New York for business or social reasons. A sterling patriot, stemming from his grade-school days when he was flag monitor for five years, he has erected a flagpole on his lawn and is proud to see the Stars and Stripes fluttering from it.

"We often spend week-ends working together in our yard," Rita tells us. "Now and then we browse in antique shops, another of my husband's interests."

Don likes artifacts that suggest snug and cozy living, especially Colonial items. Slow to anger and never known to hold a grudge, he nevertheless loses patience quickly when either of his two little daughters, Lisa Ann or Cynthia Ann, invade his sacrosanct railroad room. But his feeling of annoyance subsides at once. He will probably laugh and say, "I know when I'm licked," and close his room for the night. And he has a bizarre sense of humor. One day he had an appointment to make a portrait of a woman executive. She said, "Oh, I take a horrible picture!" and Don replied, "Good! Then you won't be disappointed."

Cecil G. Muldoon, PRR manager of public relations, recalls the time Don was getting a cover shot for *Modern Railroads*. "The magazine was up against a deadline and needed a color-view of our new crane in operation at Kearny, N.J. That Friday it rained and rained and rained. But Saturday dawned clear and we were over at Kearny. Don took some pictures with about five minutes to spare before it clouded over. I don't know what *Modern Railroads* would have done for their fold-over cover had Don not been on the job early."

Home is where the hearth is—and Rita.

As Dick Dressel states, "Don is a technical perfectionist." He adds that our subject also has a passion for big-name bands and other music involving large amounts of brass. "His extensive library includes every record made by

Sharp photograph and interesting perspective emphasize massive appearance of B&O No. 7601, class EM-1, a 2-8-8-4 single-expansion articulated. Big engine was getting a quick wash at Lorain, Ohio, in July 1956, where steam still rode B&O rails.

Last active Jersey Central Camelback poses at Communipaw roundhouse, March '56.

his favorite, Les Brown," says Dick. "I first met him ten years ago in a local record shop. Since then we have worked together on many projects. His attention to detail defies description."

It was Michelangelo who said, "Trifles make perfection, and perfection is no trifle."

Referring to the movie theater in Don's basement, Dick states: "This includes wide-screen provisions, dual synchronized projectors, and hi-fi sound. The synchronizing system would have cost a great deal of cash if bought ready-made, but Don and I installed it at a cost of almost nothing. Its operation is as smooth as a professional unit. When you 'go to the movies' at the Wood residence it is like being at the local bistro, complete with dimming colored lights and motorized curtain."

ONE inch above six feet tall, Don now tips the scales at 200 pounds, having dieted himself down recently from 220. In order to reduce, he even ate less Italian foods—his favorite dishes, thanks to his pretty wife's Italian ancestry. He is blue-eyed, has a ready smile, and his hair has been crew-cut ever since his high-school football days. He did rather well on the gridiron at Irvington High, making several local records which, we understand, have never been beaten. While finishing his last school year he joined the Naval Reserve, later underwent training, but was not called into active service.

Hiring out to Western Electric, he soon became company photographer and eventually transferred to the Bell Telephone Laboratories at Holmdel, where he is now senior photographer, besides being part-time relief projectionist in a movie theater. Don does not smoke—in fact, never did. He dislikes beer but enjoys an occasional mixed drink on sociable occasions. Being fond of animals, he deplores the killing of helpless creatures for sport, and has a pet parakeet.

"I made two big mistakes in my life to date," Don admits. "One was not starting to shoot steam power sooner. The other was failure to borrow the $5,000 that the Jersey Central wanted in 1956 as purchase price for Camelback No. 774."

Three times he personally persuaded CNJ not to scrap the old engine, a 4-6-0, once by making a trip by appointment to the home of the road's president, E. T. Moore (since retired), to urge him to spare her. Three organized fantrips with the 774 resulted, and the engine was reprieved until March, 1956, long after all other Jersey Central steamers had been cut up.

"In the agonizing few weeks before the scrapping date," Don recalls, "I wrote letters to the Smithsonian Institution, to financially solvent railfans like the late Lucius Beebe, and others, trying to save the old girl, but in vain. The late F. Nelson Blount often lamented that he hadn't come on the scene in time to save a Jersey Central Camelback or a New York Central Hudson. How I wish he could have made it!

"I really loved that engine. It was a sad February day in 1956 when I shot the official retirement photos of the 774 at Communipaw. Outside of my personal collection of railroad photos, negatives, books, and magazines, the only railroadiana I own is her original number plate."

Don expended much effort to save his favorite loco, but she was scrapped anyway.

STEVE MAGUIRE'S

TRANSIT TOPICS

Portland Traction Co. 4022, former Pacific Electric car, crossing Clackamus River at Gladstone, Oregon, on its way to Portland from Oregon City in July, 1954. W. Wilkinson, 4423 N. 11th St., Tacoma, Wash.

NEW YORK'S subways are finally starting to catch up with the times. Last year the New York City Transit Authority ordered 400 new cars, not one of them to be air-conditioned. At that time we commented on this lack on new cars destined to operate until the end of the century. But now it's being changed.

Steve Maguire

Mayor Lindsay announced that over the next two years 600 new subway cars will have air-conditioning, at an estimated extra cost of $15 million; 200 of these will be cars now being built under the 1967 order, plus 400 in future orders. The new ones will run on the Independent and Brooklyn-Manhattan routes next June.

Decision to order the new cars was based on the success of an experimental 10-car train operated last summer on the Queens IND line.

The experiment proved it was possible to lower subway-car temperatures to 75 degrees and relative humidity to 50 percent on trains in off-peak hours. During rush hours temperatures could be held to 80 degrees and the relative humidity to 60 percent, the Mayor said.

No air-conditioning is planned for the city's busiest subway division, IRT, the alleged reason being that limited IRT tunnel clearances are inadequate for the cars now on order.

THE VOTERS of Seattle in Kings County, Wash., will decide in a special election this Feb. 13th whether or not to support a $385 million bond issue which, supplemented by $770 milion in Federal money, would build a mass transit system for the county.

CHICAGO transit fares have gone up for the first time since 1957. Deficits of the Chicago Transit Authority dug deep into its depreciation account last year. The depreciation deficiency stands at $7.5 million and without the fare increase could have risen to $9 million in 1967. Funds in this account are used to renew equipment. By state law, CTA must earn enough to meet all operating expenses and debt service. It is also expected to put 8 percent of its total revenues into the depreciation account.

The new basic fare is 30 cents with a 5-cent transfer charge. In 1957, the fare rose from 20 to 25 cents. In 1961, a 5-cent transfer charge was added. Fares from suburbs also are increased.

Ridership on the CTA is going up. From 490 million rides in 1964, it rose to 523 million in 1966. This had been expected to forestall a need for higher fare. However, over the past decade, wages for operators have risen by 53 percent. Cost-of-living allowances, now 16½ cents an hour, have added heavily to higher labor costs. In addition, a 12-cent-an-hour increase in basic wages became effective Dec. 1. The CTA receives a $3.65-million school fare subsidy. School fare remains 12 cents.

DEATH has come to Barney Neuberger, Dixmoor, Ill., age 61, who had possibly the world's largest collection of photos of streetcars, buses, interurbans and rapid transit lines, including about 30,000 negatives. Barney was a director of the Central Electric Railfans' Assn. at one time issued a monthly newsletter, *Trolley Sparks*. Further details may be had from Ernest Thacker, 17313 Kedzie, Hazelcrest, Ill. 60429.

DISASTER hit the shops of the Iowa Terminal Railroad, formerly called Mason City & Clear Lake Railway, at Mason City, Iowa, last Thanksgiving Day. Fire starting on the Cashway Lumber Co. property just south of the railroad shops, fanned by high wind, quickly spread to the ITR, enveloping all rolling stock in its path. When the local Fire Department arrived, the lumber yard and ITR shops were a mass of flames. The "smoke-eaters" could do nothing except halt the further spread of grass fires.

Irreplaceable rolling stock was destroyed: passenger car 100 from old Waterloo, Cedar Falls & Northern, upon which repairs costing over $5,000 were made last spring to put it in operating condition; the former North Shore baggage car 216, which as ITR 31 also had been refurbished and put in service; the rare single-trucked line car No. 1, formerly No. 105, and electric loco 52.

The worst loss, however, was the stored spare parts for the line and overhead. These could have been used to keep the railroad intact and running for several years. Ed Allen, master mechanic and railfan in his own right, had obtained many such parts from the Southern Iowa Railway (at Centerville, Ia.), which was dieselized in 1966, and had taken them to Mason City for the ITR.

Also lost in the blaze was Ed's own collection of fine railroadiana, which he had kept stored in the shops. Ed used to work for the Chicago, Aurora & Elgin and for a time was connected with a museum operation at South Elgin, Ill., but for the past 5 years he has been the mainstay of ITR equipment. Thus the Mason City fire was more of a personal tragedy for Ed Allen than for anyone else.

After the fire, 70-ton Rock Island diesel 1004 was rented briefly for resumption of freight service. According to Ed, the line has 3 electric locos that still run, with the rotary power plant

Ruins of Iowa Terminal RR. equipment, including bare frames of recently restored WCF&N car, are pictured after tragic Thanksgiving Day fire (item on page 33).
Ronald D. Sims, 2717 Cornell St., Des Moines, Ia.

back in service. But with no line car left, no shop, parts, or tools, there seems little hope that the ITR can manage even to get through the winter.

You may remember that 13 years ago the WCF&N barns at Waterloo, Iowa, burned down, with the loss of all the road's interurban cars except No. 100, which had been out on the line at the time. Now, however, even that one is gone and the Mason City line may soon be dieselized. The foregoing news came from Jim Levis, Ron Sims, and Luke R. Sinclair, all Iowa fans. Photos of the burned ITR rolling stock appeared in this section in Feb. '62 and Feb. '65.

DETAILS of a $1½ billion rapid transit system proposed for the Los Angeles area come from Southern California Rapid Transit District, which late last year proposed a 62-mile system of 75-mph trains, augmented by a 300-mile bus operation of the same operating company.

Financing for the system designed to carry 327 million persons annually by 1980 would be provided under a bond issue program to be put before the voters on the ballot in November.

Utilizing electrically-powered, air-conditioned trains, the system map released by the SCRTD in its preliminary report traces a jagged three-pronged figure through the heart of the Los Angeles basin and comes within three miles of 54 percent of the county's population and 65 percent of the job locations.

Constructing the system would include a monumental tunneling task, the building of an underground core from Universal City in the San Fernando Valley under the Hollywood Hills which would emerge in the vicinity of La Brea and Selma avenues.

A *Los Angeles Times* editorial, headlined "Rail Lines Thrown Away," notes that all the proposed rail lines planned by SCRTD to San Gabriel Valley, San Fernando, and Long Beach would use, to a great extent, the very same rights-of-way that the Pacific Electric interurban cars sped along more than 20 years ago. The newspaper comments that in 1947 the Public Utilities Commission urged PE to spend $8 million on track improvements to modernize its system but that as a private enterprise under Southern Pacific control it refused, and so its big red cars gradually left the scene. Now, says the paper, "We must spend 200 times that amount—$1.57 billion—to rebuild the system we threw away!"

The 8-car trains in the initial system proposed by SCRTD would be steel-wheeled vehicles riding on dual rails, with schedules coordinated by computer and designed for 30-second maximum stops at each station. In an effort to gain public approval of the plan, SCRTD shows that rapid rail transit reduces home-to-work travel times, and cost of travel and it increases safety. Very striking is the comparison of safety records between Los Angeles freeways and the New York subway. In the last three years, 489 persons were killed on the freeway, but there has not been a single passenger killed by a New York subway accident for 40 years.

THOSE attending the recent annual meeting of the American Transit Association in Atlanta, Ga., heard Eric Fitzpane, general manager of Glasgow Corp. Transport, comment on the interest of European transit experts in the United States since the heavy increase in buses and private cars in our downtown areas. According to Mr. Fitzpane, many European countries are now at the stage where automobile ownership presents problems similar to those the American cities have been struggling with for the past ten years.

He also has observed the new interest and involvement in public transit by both the public and private sectors in the U.S. He sees this as tacit recognition of the fact that the city as we know it can not thrive without modern public transportation. Mr. Fitzpane believes it is generally accepted throughout the world that mass transit must in some manner be supported by public funds.

"This is a serious matter," he said, "since subsidies in any form are basically bad, principally because they are so difficult to control and because they are a poor substitute for the profit motive which is the real incentive in making any business efficient."

BECAUSE of the month-long strike of Montreal Transit Commission workers at the time of Expo 67, the Quebec Legislature has enacted—and Governor Lapointe has signed—a tough anti-strike law.

Strikers who failed to return to work by the 48-hour deadline were liable to fines of $25 to $100 a day, as well as a month in jail. Fines of $5,000 to $50,000 a day can be imposed on the unions, their leaders, and business agents and up to a year in prison. Decertification of the unions for 12 months is another penalty if less than 70 percent of the members failed to return to work in the prescribed time.

Under the law, MTC must reinstate strikers without taking any disciplinary action connected with the walkout, and similar fines await MTC executives if this is not obeyed. The bus and subway drivers were returning to work at an hourly wage of $3.05, up from $2.76 at the end of the contract, plus a number of fringe benefits. These wage rates and working conditions are to last until either a conciliation agreement or binding arbitration is imposed.

A dangerous by-product of the strike, according to *Passenger Transport* weekly, was smog with carbon monoxide concentrations that reached the danger level in Montreal. The city health director traced this directly to the motor traffic increase.

A BIG PARTY was thrown the other day by San Francisco's Public Utilities Commission (see photo in our Feb. issue) to dedicate the "restoration" of the Municipal Railway's 80-year-old cable-car barn, reports Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611. Opened originally in 1887 by the old Presidio & Ferries Railway, the brick barn has been in continuous operation ever since. It was taken over by the city's Municipal Railway in 1944 when they bought out the private Market Street line.

Recently James J. Carr, Utilities manager, had the drab old barn brightened up, inside and out, and its massive, moving machinery repainted. Old-style light fixtures were added; so was an overhead mezzanine from which visitors can examine and photograph the machinery. The entire structure is now oriented to welcome visitors who want to see the working of the world's last cable street railway. Alan Boyd, Secretary of Transportation, took a special

First passenger train through new Grand St. station of New York's Chrystie St. subway connection was a Nov. 18th ERA New York Div. fantrip, with seldom-used but much-modified "Million Dollar Train" of Budd stainless-steel cars built in '49. Roger Arcara

trip from Washington to dedicate it.

But joy became gloom a few days later. Cable car 519, descending Hyde Street hill, lost its grip on the cable. Speeding downhill out of control, the cable car hit an automobile, the gasoline tank of which caught fire. Forty three persons were injured, one critically. Improvements were being made on the cable cars, including an improved double-truck brake, but the brake upgrading had not reached No. 519 when the accident occurred.

SUBWAYS gain popularity. A newly-built Metro in Rotterdam, Holland, will open this February. In India, the Central Research Institute sponsors proposals to build subway and elevated lines in Delhi to meet traffic demands.

Trolley Museum Notes

ANNUAL convention of the Association of Railway Museums, held recently at the Illinois Railway Museum in Union, Ill., featured both steam and trolley rides. Shay engine No. 5 hauled convention delegates in two railroad passenger cars. Like several other outfits usually termed *trolley museums,* the IRM also has steam operation. ARM consists of operating railway museums united for their own interests and is a clearing house of ideas and information on equipment needs. Any steam or trolley museum may join. Strangely enough, the steam museum lines have never been able to form any kind of mutually-helpful organization. Perhaps with the help of the traction people as a catalyst, this can be started through the very successful ARM.

Next annual ARM meeting is set for Oct. 19-20 this year at the Ohio Railway Museum in Worthington, Ohio (P.O. Box 759). Persons attending it will be treated to rides behind ex-Norfolk & Western 4-6-2 type 758, ex-Marble Cliff tank engine No. 1, or traction equipment such as the classic, big, steel, interurban car 500 of the Columbus, Delaware & Marion.

Underlining the close identity of steam and traction fields, Orange Empire Trolley Museum at Perris, Calif., boasts a Union Pacific RPO car, No. 2065, generously donated by the UP for display. This item was made surplus by recent changes in postal policies, allegedly outmoding RPO's. Until last October the 2065 was the UP's only surviving such car and was operated out of Los Angeles. Now OETM is proud to be able to give the public a rare opportunity to see the interior as well as exterior of this kind of equipment.

OETM also is getting two baggage cars from a Denver & Rio Grande Western auction sale, thanks to member Evan Middleton. They will be used at Perris to house and exhibit his large collection of railroadiana. In addition, the OETM rail line has acquired a 40-foot steel hopper car, formerly owned by the Santa Fe Railway. The Museum already has a 50-foot Santa Fe gondola.

Any steam museum interested in joining the Association of Railway Museums for mutual help in solving problems may contact the secretary, Jim Walker, 11307 Long Beach Blvd., Lynwood, Calif. 90262.

NEW YORK barely escaped a transit strike that would have begun Jan. 1st. Its 20¢ fare remains, at least for the time being, despite major concessions made to Transport Workers Union.

Electric Rail Publications

Concord, Maynard & Hudson Street Railway, **by O. R. Cummings, 38 pages, 8½x11", is published by Roger Borrup, Box 232, Warehouse Point, Conn. 06088. Price is $4 with hard cover, $3 with soft cover. New England traction historian Dick Cummings has chosen a small rural trolley line as his latest subject. The 19-mile CM&H connected with the Middlesex & Boston and the Worcester Consolidated system. From 1901 to 1923 never more than 20 trolleys were on the property. Service was sparse, with no freight interchange. It was inevitable that this line should succumb to automobile competition. Included are many interesting photos, a map, and a roster.**

Tractions of the Orange Empire, **253 pages, 8½x11", with soft cover, may be had for $5 from the author, Ira L. Swett, 1446 S. Westmoreland Ave., Los Angeles, Calif. 90006. This is the third in a series of histories of Pacific Electric predecessor companies. It covers early days of such cities in the Orange Belt as San Bernardino, Redlands, and Riverside, and the many mountain resorts, lakes, and fishing streams in the citrus-growing areas. Ira was fortunate in getting an immense collection of old press clippings. His large book contains details on the old days of steam dummy lines, land promotions, and general news of the areas. It appeals not only to fans but also to those who have lived in the area, for it brings nostalgic thoughts of the period before the Pacific Electric empire.**

Chicago Elevated Railroads: Consolidation of Operations, 1913, **published by Owen Davies, 1214 N. LaSalle St., Chicago, Ill. 60610, has 62 pages, 8½x11", soft cover binding, and few illustrations. Price is $3.50. It is a reprint of a book originally published for employes of Chicago's 4 separate elevated roads in preparation for through-routing over each other's lines on Nov. 3, 1913. Included are detailed instructions on track layouts, interlocking plants, etc.—data needed by men who were to run the trains over unfamiliar tracks.**

Michael J. Lavelle, of Manassas, Va., who operated the last Washington, D.C., trolley on January 28, 1962, at controls of former Rio de Janeiro open car 1779, now Magee Shortway Electric Railroad (museum line) No. 2, at Bloomsburg, Pa. Edward S. Miller, 155 Mill St., Pittstown, Pa. 18640

Refurbished station and caboose at Warwick, R.I., form the Great House Restaurant. Both came from the New Haven RR.

CABOOSE RESTAURANT

IF YOU ever happen to be driving along the Boston Post Road past Warwick, R.I., a cheerful railroadish place to visit for a meal is the Great House Restaurant operated by Gordon and Margaret Johnson. In fact, if you expect to be in that vicinity you had better take your camera along. True, it's a quarter-mile away from the nearest railroad, the New Haven's main line, but the "hash house" setup includes two retired New Haven items, caboose C-507 and a typical rural station, in addition to a dignified, three-story, colonial, frame residence.

Before acquiring the crummy and the depot, the Johnsons had been doing rather well by serving traditional American cuisine in a home-style atmosphere, but they found that the Great House itself was not large enough to accommodate everyone who wanted to dine there, particularly on week-ends and holidays. Being a railfan himself, Gordon was convinced that the addition of railroad appeal would attract a lot more customers—which it did.

Scouring the countryside, he and his wife found a turn-of-the-century passenger depot at Pontiac on a New Haven spur line, a line that had carried its last commuter. The building was complete with platform, ticket office, waiting room, and baggage cart. The only catch to its modest price was that the railroad company would not deliver it.

So the railfan-restaurateur arranged to move the relic himself. Then he thought it might be nice to add a genuine railroad car to the ensemble. But a standard dining car was out of the question; none could be had at a fair price. Besides, there wasn't enough space on his property to set one up without partly hiding the quaint old depot or encroaching on a neighbor's land.

Practically nobody would want to eat in a worn-out freight car, Gordon decided; and since passenger coaches, like diners, are too long, the only practical answer was a caboose. The New Haven had several for sale "as is"—again at bargain prices, with delivery available to the nearest main-line point. Gordon bought and completely renovated the C-507 and located it on a 30-foot section of track which he laid beside the station. He restyled its interior for use as a 16- to 20-seat dining area and installed two wall-fan coil units, each with a capacity of 300 feet per minute, one at each end. Hot or chilled water, as desired, is circulated to these units from a 3.5-ton Arkla natural gas chiller-heater.

What other caboose seats 16 to 20 people for gracious dining? Hosts Gordon and Margaret Johnson form the "crew."

For the diners' convenience he built a covered passageway from the south end of the caboose to the depot. Not only railfans but the general public as well flocked to the station converted to a dining room. It exhibits authentic old railroadiana, including trainmen's lanterns, switch lamps, train markers, antique locomotive headlights, and even a genuine bronze engine bell that was cast for the Erie Railroad in 1842. Too bad Gordon Johnson didn't devise some means of ringing this bell to call customers to dinner.

The frame station, as a photograph shows, bears its original "Pontiac" sign. Heating and air-conditioning for the 15x35-foot building are supplied by natural gas chiller-heaters.

Removal of the unsightly electric air-conditioning units from the windows of the Great House restored the architectural integrity of its Colonial design. All in all, by giving their restaurant a distinct railroad flavor and installing natural gas equipment, Gordon and Margaret Johnson report a 70 percent increase in the volume of their business. They proved that although the nation's passenger business is slowly fading, railroad atmosphere still appeals to the imagination of many people.

Another restaurant established in railroad rolling-stock which is no longer rolling is Kaserman's Old Fashioned Ice Cream Parlor, a converted Pennsy car at South Dover, Ohio. James F. Kaserman refurbished it inside and out, and plans a chain of ice cream parlors using two cars coupled at each location, one as the restaurant, the other as the candy and gift shop. Second such operation is being set up at Massillon, Ohio.

James F. Kaserman's ice cream parlor is a former PRR coach now at Kaserman's Crossing, South Dover, Ohio. He plans a chain of such establishments.

HOBBY CLUB

conducted by Sy Reich

FANS who want to photograph a Union Pacific 4-8-4 in action or ride behind one can do so on Memorial Day week-end, reports *Intermountain News,* Box 5181, Terminal Annex, Denver, Colo. 80-217, official publication of the Intermountain Chapter, National Railway Historical Society. Says the paper: "We have just received word that UP is willing to run engine 8444 between Denver and Yoder, Wyo., a line which has had no passenger service in more than 10 years. Yoder is about 63 miles north of Egbert, east of Cheyenne on the main line to Omaha." In querying the chapter for further details, enclose a self-addressed stamped envelope.

Sy Reich

Night view of the Pittsburgh & Lake Erie hump yard lead at Youngstown, Ohio.
Don Wood, 3 Ned Drive, Matawan, N.J. 07747

Along the Steam Trail

The Shay-powered Cass Scenic Railroad recorded a slight increase in tourists last season while bad weather caused a 10 percent decline of patronage at other West Virginia parks and recreation areas. The Department of Natural Resources said Cass earned $75,000 from nearly 51,000 visitors "sufficient to maintain the attraction in the black."

Students of steam and electric locomotive design can now get ¼"-scale copies of original drawings of American-built engines, some as far back as the 1830's, from Edwin P. Alexander, Upper River Rd., Box 333, Yardley, Pa., who is a famous collector, model-builder, and ex-member of our editorial staff. Ed has prepared an 11-page list of drawings available, listing many roads. Loco drawings cost $2.50 each, tender drawings $1.50, postpaid. All are sharply-defined photostats or blueprints. A special 6-page list of Pennsy power may be had. A large self-addressed envelope with 12¢ postage on it will bring either list.

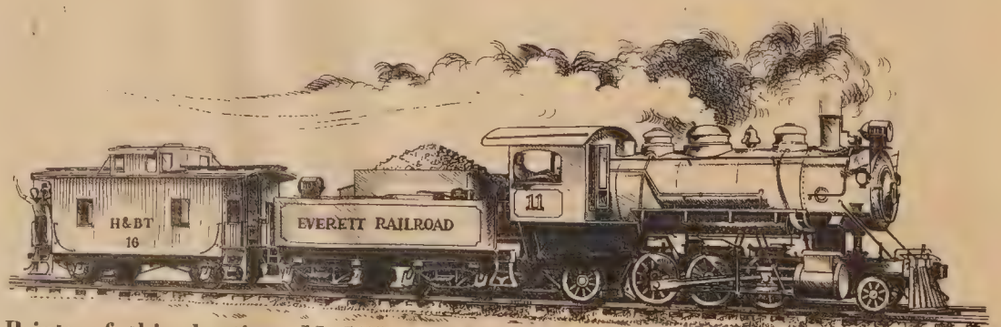
Thirty members of South Penn Chapter of NRHS recently formed the South Penn Historical Ry. Museum, we learn from Larry H. Williams, 708 Church St., Saxton, Pa. 16678. They have acquired a 2-6-2 steamer from the Morehead & North Fork in Kentucky and plan to run her in summer passenger service on the common-carrier Everett Railroad. Men in this non-profit group make up the entire management and work force of this railfan operation. Seeking funds to buy and maintain equipment, they sell beautiful 11 x 17" prints of a line drawing by Jan Gleysteen of the loco with a former Huntington & Broad Top Mountain 4-wheel caboose owned by Larry. These prints cost $1 each, mailed in tube by South Penn Historical Ry. Museum, Inc., Everett Station, Everett, Pa. 15537.

A comment on our item (Jan. issue) about the Sept. 17th accident on Mt. Washington Cog Railway from G. M. Kidder, 486 Great Rd., Acton, Mass. 01720, says the engine involved in the wreck was the *Base Station,* not the *Ammonoosuc,* though the latter aided rescue operations. Loco damage was confined chiefly to the cab and stack; repairs may put her back in service soon. The runaway coach nearly fell into a gorge but landed on its side just short of doing so. Investigation disclosed that someone apparently had laid a section of rail on the cog-rail, which, undetected by the crew, caused the engine's cog-wheel to jump. Mr. Kidder notes also that at the road's 60th anniversary celebration in 1929 its original engine, *Old Peppersass,* did not ascend to the mountain top, as someone stated, but was reversed at Gulf Tanks and jumped the track on the "Jacob's Ladder" trestle.

Mattagami Railroad 2-6-0 engine No. 10, which, with a combine, provided passenger service for many years for Smooth Rock Falls, Ont., Canada, was given recently to that town for permanent display. Montreal Locomotive Works built her in 1915 for the Greater Winnipeg Water District, which eventually sold her to the 3-mile Mattagami. The shortline, incorporated in 1927, now hauls freight only, with a lone diesel.

Setouts and Pickups

Sixteen fans and former railroaders have formed the Rutland Railroad Historical & Technical Assn. to preserve data and railroadiana from the namesake road. Send a stamped, self-addressed envelope for details to Bill Curry, 1613 Valley Ave., Puyallup, Wash. 98371, or to Philip R. Jordan,



Prints of this drawing, 11x17", are $1 each from SPHRyM (see item above).

Coal bound for the Great Lakes rolled behind Baltimore & Ohio 2-8-8-4 No. 7610 through Beach City, Ohio, in July, 1956. Train from Benwood Junction, W. Va., was bound for Lorain, Ohio, on Lake Erie, when Don Wood made this arresting photo.

P.O. Box 403, Manchester Center, Vt. 05255.

Information is wanted by J. Geoffrey Todd, 9 The Sheraton, St. Mark's Hill, Surbiton, England. He'd like to hear about Far Eastern railways, especially those of India and Japan, from readers who have been there. He is planning to travel this spring and wants to know of steam in the Orient.

A British railway souvenir is available from Colin Gulliver, 157 Doncaster Rd., Tickhill, Doncaster, England, who sells original 1914 Glasgow & South Western Ry. badges for $1. each, postpaid. He writes that a small supply of them came to light recently. They were used during 1914-'15 by new employees replacing regular men who had gone to war, and were issued as badges of authority in lieu of full regulation railway uniforms. These badges were discontinued in 1915 and are now quite rare. They are circular with the name of the G & SW in brass letters around a blue enamel border, and the legend "Railway Service" on a white field surmounted by a royal crown.

Just published by Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018, is a 40-page booklet, 6 x 9," on the Pennsy's K-4s locomotive. Included are 70 pictures, text by the road's Motive Power Department, official specifications, etc. Price is $3 per copy. Harry is well known as a publisher of railroad material.

Info. on fantrips will be mailed on request by Minnesota Railfans' Assn., P.O. Box 2678, New Brighton, Minn. 55112, which also welcomes inquiries regarding membership.

We learn from H. Reid, Virginia's foremost railroad author, that the late "Haywire Mac" (Harry K. McClintock), boomer switchman and minstrel, sings the Jesse James ballad, accompanied by his own guitar, in a new RCA-Victor Vintage Series album. Also in the set is *Wreck of the Six-Wheeler*, a romantic but inaccurate version of the Casey Jones pile-up, recorded by Newton Gaines.

Color slides, 35mm., of some Western railroad scenes are offered for $1.25 per set of 5 by Photo World, P.O. Box 395, Barrington, Ill., 60010. Subjects include Union Pacific steam, Colorado & Southern steam on the Leadville branch, Rio Grande on Cumbres Pass, Nickel

Plate, and others. Brochure is available.

Railroad photo calendar for 1968 is offered for $1.25 by California Southern Railroad Museum, Box 94, Colton, Calif., 92324. Large 11x17" format features 11 steam action shots and 2 electrics.

Latest addition to National Railway Historical Society is the Red River Valley Chapter at Fargo, N.D. President is Paul R. Cory, 401 29th Ave., North, Fargo. The NRHS now has 78 chapters and more than 4,750 members, an all-time high.

"Modernization" doesn't always pay. A recent newsletter of the Southwest Railroad Historical Society reports that, years ago, some older Missouri Pacific and Texas & Pacific passenger cars were given face-liftings wherein fluted stainless-steel panels were installed over the original plain steel sides. In time, rain water, wash water, and cleaning solution collected in between the old sides and the stainless-steel sheathing and ate away the plain steel sides. It has become necessary to replace the corroded sheet-metal with flat stainless-steel, which evidently has been done to only one side of certain cars without replacement of the fluted sheathing on those sides. So some of the cars are to be seen with one side different from the other.

Some railroad managements have a heart. Gold Coast Railroad, setting up on its new site as a museum line in Port Everglades, Fla., received donations of 450 ties from Florida East Coast RR. and 250 ties from Seaboard Coast line. Other groups and individuals also have contributed.

A 1915 Northern Pacific passenger coach has been added to the growing collection of exhibits at the Minnesota Transportation Museum, Inc. in South Minneapolis. The museum recently acquired the Minnehaha depot from the Milwaukee Road.

This museum was formed in 1962, when a small group of volunteers were organized to save the last operating Twin City Lines streetcar from the scrap heap. It is now an affiliate of the Minnesota Historical Society.

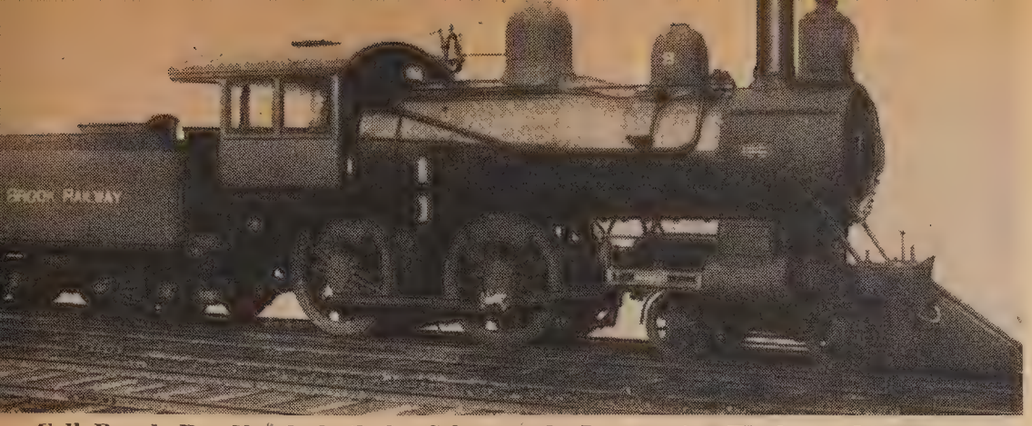
Officials of Emory and Henry College in Emory, Va., have rented an abandoned railway depot and turned it over to students. Undergraduates painted it, added a portable stage, and turned the ticket office into a kitchen. Now called "The Dregs," it is open Friday Saturday nights for entertainment, conversation, and coffee. Incidentally, any youth-serving group can get a free "How-to-do-it" kit for opening a coffee house by writing to Coffee Information Service, 300 E. 44th St., New York, N.Y. 10017.

Available soon, we hope, will be the *Steam Passenger Service Directory*, 1968 edition, illustrated. For information on this Empire State Railway Museum project address Marvin Cohen, 29 Ingalls St., Middletown, N.Y. 10940.

After the New Haven had ceased using its passenger station at Stockbridge, Mass., the old building became a discotheque, then was partly destroyed by

Fred L. Tonne, Box 3714, Milwaukee, Wis. 53217

Engineer Clint Jones jerks water at Calumet Junction, Michigan, on Keweenaw Central Railway, as fireman Jerry Hinterberg takes breather in gangway. No. 29, built by Alco in 1907, serves on excursion line opened last July. Photo taken in Sept. '67.



Fall Brook Ry. No. 9, built by Schenectady Locomotive Works in 1897, went to the New York Central & Hudson River's Pennsylvania Division in 1899.
Collection of C. W. Jernstrom

fire, and finally Orrin Noon of Stockbridge bought and restored it and turned it into a novelty and gift shop, reports Bernard W. Langner, 5 Grandview Ter., Adams, Mass. 01220.

Photo-journalist and *Railroad Magazine* contributor Fred L. Tonne, P.O. Box 3714, Milwaukee, Wis. 53217, has just been made head of photographic services of Moynihan Associates, a Milwaukee public relations and film-making firm. For the past 18 years Fred had been on the photographic staff of *The Milwaukee Journal.*

Answering many readers' questions: a subscription to *Railroad Magazine* in the U.S.A. costs $5 a year, $9 for two years; everywhere else, $6 a year, $11 for two years.

The only back issues we have available for sale are these: August, 1961; Dec. '62; Aug., Oct., and Dec. '64; March and December '65; all '66 except Feb.; all '67 except June, and all '68 to date. Price of each copy prior to '68 is 60c. The '68 issues cost 50c apiece. All mail orders sent postpaid.

Supplies are limited; first come, first served. Our small stock of the big special Dec. '46 issue was sold out fast. Readers who want copies of *Railroad* which we don't have on hand should contact Arnold Joseph or someone else named in our *Switch List* (but we don't know their prices). Or have your request printed in the *Switch List.*

National Assn. of Timetable Collectors seeks new members. For $2 annual dues you get a monthly newsletter, membership list, and card. Contact Howard H. Sanford, 59 Hallam Dr., Mechanicsburg, Pa. 17005. A 60-page paperbound book on this hobby may be had for $1 from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707. The book tells some interesting history of timetables, illustrating many old ones and commenting on the prices paid for specimens.

Bangor & Aroostook sells tie clasps, cuff links, playing-cards, etc. with the company name or emblem. Tie clasp with single or double BAR diesel costs $1, with a *"State of Maine"* boxcar, $1.75. Boxcar cuff links, $2.50 per set. Single pack of playing-cards, $1; double pack with plastic case, $2.25. Canvas overnight bag with name and emblem of line, $1.50. Other items also are available from Bangor & Aroostook Railroad, Marketing Dept., 84 Harlow St., Bangor, Maine 04401.

A report on Southern Pacific passenger service, in the form of an 87-page paperbound book on present status and future prospects, has been issued by the National Association of Railroad Passengers, 333 N. Michigan Ave., Chicago, Ill. 60601, and is being distributed to regulatory agencies, members of Congress, state and local officials, etc. Charging that the SP is engaged in a "massive and deceptive campaign to rid itself of all passenger service," the report, prepared by NARP executive director Anthony Haswell, challenges SP's premise for seeking to end passenger services as unprofitable.

A new *Directory of Clubs* has been issued by the Worldwide Culture Society, P.O. Box 129, Beverly Hills, Calif. 90213. Some 1,600 groups throughout the globe are listed, more than 700 being in the U.S.A. Included are clubs for hobbies, pen pals, travel, collecting, mail order offers, social contacts, etc. Price of 4x6½", 80-page directory, $3.

Japan is planning to build a 2500-mile network of super-express railways which will put the most distant corners of the country's four main islands within a few hour's travel of Tokyo. When the 20-year project is completed, train travel time from Tokyo to Asahikawa, on the northernmost Japanese island of Hokkaido, should be slashed from 22 hours to six hours.

Movies of British steam locos in operation are offered by Hart Industries, P.O. Box 452, Birmingham, Mich. 48012. This company deals in new and used movies for home showing, and issues a monthly catalog. The British steam films, are all new black and white, approximately 165 feet each in 8 mm; also available in Super 8 mm. *Farewell to Steam, Part I,* for example includes shots of the *Royal Scot* in the U.S.A. at the time of the New York World's Fair of 1939-'40. ●

Three-truck Climax loco, built in 1919, was used on Middle Fork Railroad in West Virginia. Help in restoring it is needed; see item on page 58.

NOT IN THE BOOK

Fiction Story by
Charles X. Williams

THEY call it "the Racetrack," that stretch of the K&C which runs through a seemingly endless expanse of sandy waste, giant cactus, and sagebrush. On the employes' timecards it is listed as the Desert Division. Speed restrictions are not very strict there. At least, they weren't until P. Virgil Miller, the slim and dapper superintendent, began laying down the law.

A few of the runners still made their own rules, or tried to, and got away with it, or thought they did. Among them was "Spike" Nolan. Spike was a throttle artist, a keen-eyed walrus with plenty of railroad sense. He stood by his friends and never forgot a favor.

These qualifications did not impress Mr. Miller. The young official contended that railroads must be operated by timecards, orders, and the book of rules.

Twice Spike had been on the carpet for fast running and twice had emerged unscathed. The superintendent, poker-faced and coldly efficient, dismissed those two incidents with a shrug as if to say: *The third will come.*

Spike had begun his rail career as a boomer, but was now almost fifty, gray and baldish, and tired of rambling. When old "Six" Jackson retired, Spike took over the throttle on time freight No. 68.

Called for his first trip after this acquisition, the runner whistled cheerily on his way to the roundhouse. It was almost dark and a desert storm was brewing, but Spike's mind was still on the thick ham steak and French fries he had just polished off at the local boarding-house.

His whistle ended abruptly when he climbed into the 2240, a big Mallet, and saw the fellow he'd have as fireman. "Pretty-Face" Bill Morton, tall and much too good-looking, was the man who had put the finger on engineer Jackson for running a red light. As a result, Jackson had been retired and Pretty-Face had become a pariah all over the division.

Spike ignored the squealer. He buckled into his train, grinning when he saw his friend Jerry Donovan, head brakeman, make the coupling. The grin widened as conductor Hanlon brought the flimsies.

Thumbing through the orders, Spike stopped when he came to one reading: "Freights will not exceed thirty miles per hour Milepost 314 to 319." That was in Painted Canyon where an extra gang had been laying new steel.

"What's ailing that delayer?" he stormed. "Those trackmen finished up and left two days ago."

"Search me," Hanlon said.

The airbrake report came. Spike's horny hand dragged on the whistle cord. After a highball from the caboose, the 2240 rapped the teeth of a rising wind with 68 loaded oil tankers hanging to her draw bar. Ahead lay 70 miles of flat desert, then a two percent down grade in Painted Canyon for 10 miles. The last 36 miles was steep grade up the slopes of the Purple Mountains and Malta, terminus of the next division, lay just beyond the pass on the other side of the hump.

At Pyramid, 27 miles out, where they met westbound 67, Jerry found a journal running hot. Spike pulled back onto the main five minutes off schedule. Ordinarily he would have picked up those five minutes between Pyramid and Chico, at the head of the canyon. But tonight he had full tonnage, a head wind blasted at the Mallet with increasing fury, and the fireboy was having trouble. At Florin their train was ten minutes late.

Since coming to the K&C, Spike Nolan had hung up a record he was proud of. Any delay aroused his ire, especially when it was due partly to engine operation. His hand was hard and sure on the throttle, and he coaxed the old girl but could not pick up a minute while a stiff wind was blowing.

THEN suddenly he was out of the storm. Pioche desert seemed to go back to sleep. The 2240's bark smoothed out and deepened to a steady roar as she thundered toward Chico. Spike glanced at his watch. Caution prompted him to take the siding at Chico for No. 3, the *Coast Comet*. His order said to meet them at Gebo, ten miles further on, but he knew that if there had been a night operator at Chico the dispatcher would have sent him into the clear.

On the other hand, by stopping at Chico he'd still have to take water at Gebo. That would force him into a passing track at Sulphur Flat, halfway up the hill, for the *Kansas Mail*, and he'd drag into Malta more than an hour late. The thought was intolerable. If he ignored the slow order through the canyon and ran for Gebo, Spike was positive he could pick up a few minutes. He wouldn't have the required ten minutes of clearance but he'd still have plenty of time.

No. 2240 roared past the switch stand at Chico. The station was dark. Nothing barred his way, he let her roll—that slow order must have been an oversight, anyway.

The Mallet pounded into the canyon, pistons churning at top speed. Behind

her the creak and groan of tankers kept tune to the beat of her stack. Back in the red chariot, conductor Hanlon squinted at his watch, decided that Nolan knew what he was doing, and bit off another chew of Navy plug.

When the 2240 slammed out of the canyon Spike was only six minutes off the time of No. 3. Jerry Donovan dropped down and raced for the west gate as the engineer checked her to a crawl. When the red changed to green Spike gave her the gun.

A thin pencil of light moved rapidly across the slope ahead, indicating that the *Comet* was right on the advertised. The Mallet lunged ahead. Spike widened another notch. Now he'd have clear sailing up the hill.

And then his luck broke. A rail slipped and spread. The engine shivered and inched over, her drivers threshing at ties and ballast. Spike shut her off and blew out a flag. Jerry Donovan ran up toward the station to protect the head end. And Pretty-Face Bill Morton, the unpopular tallowpot, his wide shoulders filling the gangway as he took in the situation, actually seemed to be enjoying himself.

It was early morning when they got her back on the iron. They stabbed the *Coast Comet* five hours. Behind them, the *Kansas Mail,* a stock train, and three drags loafed in sidings. At Malta the harrassed yardmaster held westbound trains in a clogged yard. But Spike and Hanlon didn't worry—a spreading rail was no fault of theirs. They forgot that P. Vergil Miller was waiting for such an opportunity.

THE SUPERINTENDENT sent for the crew as soon as they were back in the Elton terminal, and did not mince words.

"I have the facts," he said. "Didn't you know we had a ten-minute clearance rule on this road, Nolan?"

Spike looked him right in the eye. "Yes, sir, I did."

"Didn't you get an order restricting speed through the canyon?"

"Yes, sir, but I knew—"

"Never mind what you knew!" The interruption cracked like a gun. "You were given a slow order. Why didn't you wait at Chico for No. 3? You realized you were on short time when you ran for Gebo."

"I had plenty of time," Spike said calmly. "There was no danger."

"Only your clean record keeps me from setting you down for thirty days," Miller stated. "You disregarded a slow order, violated a clearance rule, and almost risked a mainline meet. I'm giving you thirty demerits. After this I want you to be governed by orders and the book of rules. Failure to do so will be costly."

Conductor Hanlon took a step forward then, his leathery face frowning. "I don't think that's quite fair," he said. "Do you realize that if we had waited at Chico, No. 3 would have gone on the ground? You'd still be picking up the pieces instead of worrying about the rules. You ought to thank your lucky stars that Nolan went to Gebo."

Not a muscle in Miller's face moved until the little conductor finished. Then he said: "I was coming to you, Hanlon. There was an aircock in your caboose, I believe?"

The skipper nodded.

"Then why didn't you use it? You must have known what Nolan was doing."

Hanlon gave a look of incredulity. Pull the air on Spike when his train was in perfect control?

"I consider Mr. Nolan a competent engineer. His judgment is good." The conductor's politeness was incisive.

"Rules are rules," said the brass collar. "They are in the book and *must* be obeyed. I'm assessing you twenty demerits. In the future, operate by the book. That is all."

A MONTH later the engineer was called for 67 at Malta and tied his Mallet into 100 empties at ten p.m. It was below zero on the top of the hump. A light snow covered the ground. Wind whistled shrilly over barren crags and down through the alleys in the yard. Conductor Hanlon's teeth were chattering when he came to the cab with the orders.

As Spike took the flimsies he studied his thin-faced skipper. The eyes were glassy, the face flushed.

"Hanlon," he said, "you look sick."

"I don't feel so good," Hanlon admitted. "I should have laid off."

"Go back to the crummy and go to bed." Spike advised. "Let Foley take care of things back there."

But Hanlon did not heed the advice. He fumbled through his paper work and was on the ballast when 67 crawled into the hole at Sulphur Flat for No. 7, the *Imperial Express.* Fine snow dusted the decks and swirled between the cars. Wind shook savagely at the empties. Hanlon barely made it to the Mallet, almost falling at the gangway.

Spike, who had just started his air pump, hoisted Hanlon into the engine and laid him on the seatbox. The pump snapped off. The engineer, busy with the conductor, did not notice that it had been working only a few seconds. He gave the patient hot coffee and covered him with a coat. Hanlon roused and tried to get up, but was firmly pushed back.

"You're riding right there," Spike ordered. "If this was anything but a wind-blown sidetrack, I'd run you off to be some place."

The *Imperial Express* flashed by, her stack barking regularly. Spike looked at the air gage. Why make a brake test? The brakes were working all right. Better get Hanlon to a doctor as soon as possible. He blew a highball and got a return from the caboose.

At that minute both brakemen, Mike Foley and a youngster named Jim Davis, were warming their fingers at the crummy stove. If either had thought to look at the air gage they'd have seen that the needle pointed to zero. Somewhere in the train line an airhose was frozen, but no one knew where.

The Mallet blasted off; the long train clanked into motion. When she cleared the switch, Mike Foley threw it over and raced for the parlor. He swung his lantern. Spike jerked on the cord, closed the window, and nosed into the incline. No. 7, on her way down, but snow was already sifting over it. Soon rails were as slick as glass.

As the Mallet began to gather speed Spike Nolan opened the sander and reached for the automatic air valve. He tried to pinch them down with a service reduction. There was a momentary drag as the Mallet's braking power, aided by a few screeching brakes behind, held 67 for an instant.

Then each of the 100 cars nudged the car ahead. Their combined weight united to send the Mallet plunging down the grade. Spike released the brakes and eyed the gage. The trainline charged almost at once.

He cursed volubly. "Iced up!" he yelled. "It can't be very far back. Jerry, grab some waste and go look for a frozen hose."

Spike whistled for hand brakes, knowing that the train would be rolling so fast in a few minutes that it would take more than a few to hold her.

Jerry Donovan felt his way back over the slippery top. The frozen airhose shouldn't be hard to locate. It would be just in front of the first car that had no brakes set. Looking back, the hogger lost sight of Jerry when the brakeman went down the ladder between the fourth and fifth cars.

Spike glanced at his watch. Time was

MONEY

WE PAY CASH FOR NOTHING

but your opinions, written from home about samples of our clients' products. Nothing to sell, canvass or learn. NO SKILL. NO EXPERIENCE. Just honesty. Details from: **RESEARCH 669, Mineola, N. Y. 11501, Dept. DJ-21**

ENGLISH RAIL MOVIES

DELUXE 165' 8mm B/W films of Britain's Famous Big Trains, Picturesque N.G. and Miniature Railways. 1—FAREWELL TO STEAM-PART 1-Royal Scot's U.S. visit; Golden Eagle; Vale of Rheidol Lt. Ry, etc.—$5.99. 2—FAREWELL TO STEAM-PART 2-Coronation Scot at 114 mph; West Highland Ry.; Ravenglass & Eskdale; etc.—$5.99. 3—RY. SCRAPBOOK-Mumbles, Festiniog and Romney, Hythe & Dymchurch Rys.; "Titfield Thunderbolt"; etc.—$5.99. Reel 3 also available in 8mm Magnetic Sound—$12.99. Ask for FREE catalog with 100's of 8, Super 8 & 16mm titles. HART INDUSTRIES, P.O. Box 452-R, Birmingham, Mich. 48012.

Soo Line—Illinois Central

Record No. SP-5, a 10", 33.3 rpm recording of exhausts. Soo Line 2718, a 4-6-2 class H-23 locomotive lifts a string of varnish up a grade from a standing start. Turn it up on a Hi-Fi and it'll shake the house! Reverse side has I.C. No. 3509, a little 0-8-0 switcher in the opposite extreme of soft exhausts in yard service. $4.50 postpaid. Free Literature.

RAILROAD RECORD CLUB
HAWKINS, WISCONSIN 54530

creeping up and mileposts were rushing past. The engine lurched, quivering ominously under the shove of the rolling avalanche behind her. She rocked on the curves, swayed on the tangents. At every turn of the drivers it was a toss-up whether she'd go rolling down the mountain or keep to the rails. But even if she stayed on the iron, she was heading right into No. 8, the *Kansas Mail!*

SPIKE'S orders called for a meet at Gebo, but unless Jerry could find that frozen hose quickly there wasn't a chance of stopping her there.

The fireboy, Bill Morton, fumbled at the storm curtain, his baby-face white and shaken. Then he swung out, joining the snowflakes. Spike looked around and saw him awkwardly rolling in the ditch. Five cars back, a yellow glow came from between the cars. Jerry had located the icy hose. Spike watched their speed increase while the needle in the air gage quivered. It dropped abruptly and the pump drummed. All too slowly the needle started to climb.

But it takes time to charge a trainline, even with a big storage tank. The needle hesitated, moving up gradually. Jerry was on top now, frantically twisting at hand brakes. The Mallet lurched into the last curve above Gebo while the needle still crawled. She was thundering past the station when Spike had enough pressure to risk an application. He didn't dare to slam them on—they would have spilled all over the right-of-way. He worked cautiously.

The high-pitched shriek of brake-shoes sent coyotes hunting cover and 68 grunted to a stop as canyon walls began to close in on the Mallet.

Even before the brakes were released, Spike shut off his headlight and blew a back-up signal. Hot brakes banged back and the Mallet chugged into reverse. Soon they were clicking smoothly into the passing track at Gebo. Down the canyon the *Mail's* headlight sliced between perpendicular rocks. The echo of her whistle hardly died when Jerry threw the switch. Sixty-seven was in the clear and the *Kansas Mail,* with one long wail at the station, rocketed through.

"Slats" Pearson, the second-trick operator at Gebo, was an oldtimer who had been around and knew how to cover up. When the crew put their heads together at the depot old Slats grinned toothlessly.

"There's nothin' to worry about," he cackled. "I saw you fellers tyin' 'em down when you charged down the hill. I knew you'd pull it out all right, so I just OS'd you in."

He fussed about an office that was already scrupulously neat.

"You mean—" Spike began.

"I mean you took sidin' for 8. That's what your orders say, ain't it? Nothin' irregular about that."

Pearson pulled his glasses down on his thin nose and solemnly winked.

"Brother," Spike declared, "you're a friend in need. You can write your own ticket with me any day. Now, if we can figure out some way to keep Pretty-Face from talking, we might get by with this."

There was a hint of cold steel in young Jerry Donovan's eyes when he said quietly: "Leave Morton to me. Let's go out and pick him up."

Jerry was 160 pounds of lean human explosive. He'd proved that to Spike some time before, so the engineer thought he was leaving the matter in good hands. Morton kept silent.

SUCH stories are too good to keep. A few days later the superintendent sent for Spike and said, "I understand you came down the hill from Sulphur Flat pretty fast the other night," His face was devoid of expression.

"Yeah," the hogger replied. "We did rattle right along."

"You did," P. Vergil Miller went on coldly. "My information is that you had no brakes on your way down."

"We had a little brake trouble," said Spike, as if it were a trifling matter. "Is this an investigation?"

"It is not. It's a warning—and your last one. Ignore the rulebook just once more and I'll dismiss you instantly." Miller added dryly: "We have a rule requiring brake tests. See the book."

"Look," the hogger blared, "that book you're always talking about don't cover everything. There are times when life and property depend on railroad sense and you don't get it out of a book."

"We'll not argue the point, Nolan. Hereafter you will respect the rulebook. That will be all."

RIGHT after the first of the year an unprecedented rush of business came to the K&C. Trainloads of perishables were routed over the Desert Division. Rush orders jammed all yards and every hotshot yanked full tonnage.

But it became increasingly difficult to route trains over the single track between Elton and Malta. Spike often found himself dodging in and out of sidings like a switcher in the yards. But he made it a point, whenever possible, to drop in at the depot in Gebo with some little gift, maybe a cherry pie or a carton of razor blades, for old Slats Pearson. At other times, when highballing through, he invariably watched for Pearson to wave.

One frosty night the Elton dispatcher found himself snowed under. A drag, off the iron at Pyramid, tied traffic for six hours. When at last the line became alive, the DS tried to move them all at once and as a result he cut them a little too fine. Spike was three hours late getting 67 out of Malta. With 90 empty reefers tied to his tail, he dropped down to Sulphur Flat and waited for two redballs to lumber up the hill.

His next meet was at Chico, with the *Kansas Mail,* but the dispatcher hadn't allowed the redballs enough time into Sulphur Flat. After they had gone in and out, the delayer suddenly decided to hold Spike at Gebo for No. 8. He put the order through to Sulphur Flat, but Spike had already pulled out. The caboose was just rolling over the last switch point when the order came.

The dispatcher then called Gebo and gave Pearson a "31" order. The old brass pounder started to change his order board. As he tottered over to the lever he reached out, got a hand on it, and then collapsed. His heart had slowed to a tiny thump and he fell to the floor beside the lever, almost completely out of sight should anyone look inside. His black sleeve-protector hooked on the hand latch of the lever, ripped off, and dangled there above him.

In Elton the dispatcher continued to rap out GB—GB—GB—. There was

CAR FURNISHED

EXPENSES PAID

WORK PART-TIME OR FULL TIME

EARN AS YOU LEARN

NO SELLING OF ANY KIND

ONLY AVERAGE EDUCATION REQUIRED

HELPING PEOPLE IN TROUBLE CAN PAY YOU UP TO $8.00 AN HOUR

Many good part-time, full-time openings. NO SELLING!

If you're an average person with some high school education, here's your chance to render a great service to the community, and get paid handsomely. No previous experience is necessary. Some men operate privately part time, then switch to full time later.

An Exciting Profession, Richly Rewarding

What has created this unusual opportunity? The ever increasing number of insurance claims being filed because of auto accidents, home accidents, fires, thefts, tornados and floods. People are badly needed by insurance and transportation companies, as well as government agencies, to investigate these unfortunate losses, and quickly provide money in fair payment. ***And the demand for good trained investigators far exceeds the supply.***

We Train You Privately by Mail

The Liberty School of Claim Investigating has quickly trained hundreds of men, who used to work at boring, humdrum jobs in factories and offices. ***Liberty School is the only correspondence school training men to be accident investigators in just 24 steps.*** Only 15 minutes a day puts you on the road to success. You can progress as fast as you wish. Some men have completed their training in six weeks. (And the cost is far less than you'd imagine.)

Earnings Like These in Our Files!

Anthony Allen of Baltimore writes that he is now making $1080 a month. Though he is now 48 years old, with only a grade school diploma, John Parzynski, a former plant guard writes he has made $38 a day, working only part time. Bill Peck averaged $188 a day investigating hurricane claims. Oscar Silcox earns as much as $100 a day as an independent investigator.

Your Choice of Three Careers

(1) **Be a Company Staff Investigator.** A car is furnished. Starting pay and extra benefits are equal to about $8,000 a year. And increases can be fast and large, as you prove your worth.

(2) **Be a Spare-Time Investigator.** Lots of men keep their regular jobs and earn from $50 to $100 a week extra in their spare time; also getting paid auto and business expenses.

(3) **Be an Independent Investigator.** You can work from your home. (No special tools or equipment are required.) Many older and retired men prefer being independents, where they can be their own bosses.

Free Employment Help

We give you FREE employment help through our NATION-WIDE PLACEMENT SERVICE—and we also show you how to start an investigating business of your own at home.

Mail Coupon for FREE Brochure

Let us prove how easily you can quickly switch into this exciting new career that provides prestige, security, a bright future! Sending for our FREE Brochure does not obligate you in any way. No salesmen will call. Mail postcard or coupon below today to Dept. 153, Liberty School, 162 E. Cook, Libertyville, Ill. 60048. Liberty School is licensed by the Illinois State Board and Approved for Veterans' Benefits.

Jim Edwards, Director, Dept. 153
Liberty School of Claim Investigating
162 E. Cook, Libertyville, Illinois 60048

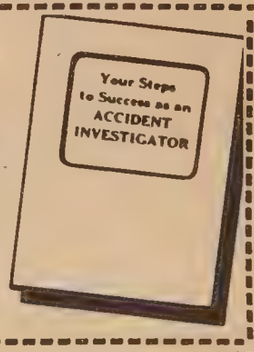
MAIL THIS COUPON

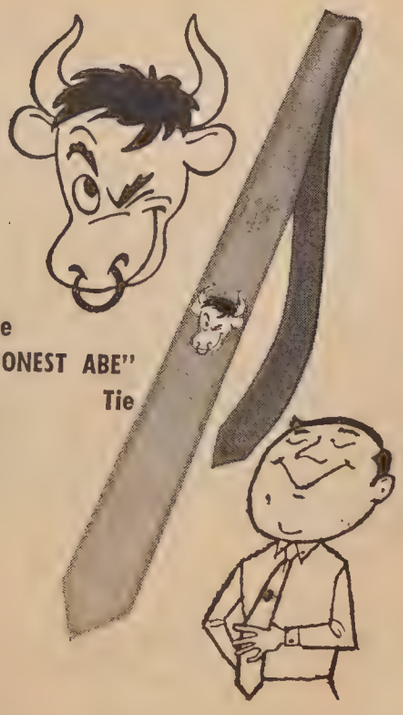
Rush me your FREE BROCHURE showing how I can gain job security and prestige and make as much as $12,000 a year (some men make more) by getting into the Booming Accident Investigating Field. Also include the actual names and locations of successful graduates all over the world. This does not obligate me in any way, and no salesmen will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____





The "HONEST ABE" Tie

AMAZE YOUR FRIENDS

Wear this strikingly unique necktie and, when they start telling those tall hunting and fishing tales, just flash your tie in their faces. They'll get the point, all right, when they see the Stuffed Bull's Head With the Winking Eye.

And what a wonderful gift for that buddy of yours who sometimes toys so carelessly with the truth.

ONLY $2.00

(Special rates for 6 or more upon request)

Your choice of 4 popular colors:

ROYAL BLUE

GARNET RED

ANTIQUE GOLD

OLIVE GREEN

ORDER BY MAIL—USE THIS COUPON

ACE-HI PRODUCTS
Box 2730 Grand Central Station
NEW YORK, N Y. 10017

Please send me the following HONEST ABE TIES (@$2.00 each):

(Fill in Quantity)

_____ ROYAL BLUE

_____ GARNET RED

_____ ANTIQUE GOLD

_____ OLIVE GREEN

TOTAL ENCLOSED. $_____

Name _____

Street _____

City _____

State _____ Zip _____

(Please print)

no reply. Desperately he sounded the call bell at Chico. A sleepy operator cut in. "Stop No. 8! Stop No. 8!" the sounder clicked.

While the message rattled off the wires the *Kansas Mail* was roaring under the Chico order board. The operator didn't have a chance to stop her. But the dispatcher continued to snap out the Gebo call, even after he had notified the trainmaster and called out the wrecker. It would probably be a smash-up requiring a hospital train. And P. Vergil Miller himself was riding No. 8 that night.

THIS time Spike Nolan had made a brake test at Sulphur Flat. He let 67 down hill with easy reductions. The steel was frosted and slippery, but Spike had the Mallet eating out of his hand. They dropped swiftly, the headlight boring through gloom to reflect white-capped rails ahead. Then they slid around the last curve, leveled off, and Spike stretched them out less than a mile from Gebo. The whistle shrilled for an approaching station.

Pretty-Face Morton leaned out the window. "Clear!" he called to Spike.

"Clear is right." Nolan widened on the throttle. The Mallet's bark deepened as she picked up her 90 cars.

At the other end of the canyon, with the Gebo meet order hung on his clip, the runner on the *Kansas Mail* let his high-wheeled Pacific streak through Chico without checking. His whistle blasted twice. The crack of his exhaust drummed on narrow canyon walls. The *Mail* was late, but the engineer was gaining seconds with each unrolling milepost.

Unaware that he was rushing head-on for an unscheduled meet, Spike slid a window back and leaned out to wave at Slats Pearson. The Mallet hooted a polite greeting, shot by a switch stand, and pounded down the main. But no answering salute came from within the station.

Through the wide depot windows Spike got a flash of the entire office. He saw no one in it. Keen gray eyes took in every detail. There was something wrong with the setup inside. Spike couldn't quite put his finger on it at once. It wasn't like Slats to miss saluting 67. The Mallet rumbled past the west gate while Spike was still considering the situation, a picture of the depot still in front of his eyes.

As 67 headed into the canyon the answer gradually came to him. A black rag had been hanging to the signal lever. Why? Pearson was neat almost to the point of being fanatical. No rag would be hanging around an office while he was on duty.

Spike examined the mental picture. The Mallet had slammed past the station in the wink of an eye, but Nolan felt sure of one fact: Pearson was there, unable to wave his customary greeting. Something had happened to the ancient fellow.

Spike thought of Superintendent Miller and the book of rules, even as his hand reached out for the airbrake valve handle. If the frozen-faced super ever learned that the engineer made an unauthorized stop at Gebo—a stop that would probably stab No. 8—there'd be only one result: Mr. Nolan would no longer be an Elton home guard. He'd be out on the boomer trail again.

His mind went back a few months to the time Slats Pearson had saved their jobs by nonchalantly reporting 67 in and out as if nothing had happened. One good turn deserved another, and Slats might be needing help. Spike's hand was steady as he checked his train. He backed right down the main until his engine was at the depot.

When Spike found him, Slats was groaning and feebly trying to get up. "Thirty-one!" he said, trying to point to the order board outside.

Nolan went into action. The board changed to red as a long wail resounded up through the canyon. No. 8 was blasting toward them at a mile-a-minute clip. Donovan went out to flag her down, and brought her in on the siding.

SLATS PEARSON was explaining to the dispatcher that he had both trains safe in Gebo when P. Vergil Miller strolled in. Spike put 67 in the clear. Eight rolled out, leaving Mr. Miller in the Gebo depot. The super decided to hold kangaroo court at once.

When he had heard all the explanations he turned to Spike. "Everything seems to be quite clear—except your reason for stopping here when your orders took you on to Chico."

Spike pointed to the sleeve-protector.

"I got a flash of this when I rolled by," he said grimly. "I knew Pearson wasn't far away. I also knew he'd be giving me a sign unless something was wrong. Slats is a good friend of mine, so I came back to—"

"I did hear that you and Pearson collaborated on a little matter not so long ago," the brass collar said dryly. His penetrating blue eyes were fixed on Spike. "In the face of this new evidence I will concede that some exigencies of railroading are not in the book."

Transistorized TWO STATION INTERCOM

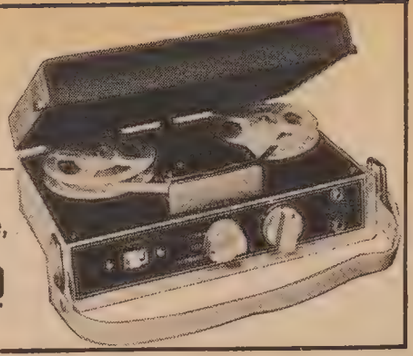
Switch on and talk! No complicated connections. With 66 feet connecting wire. SET $2.85

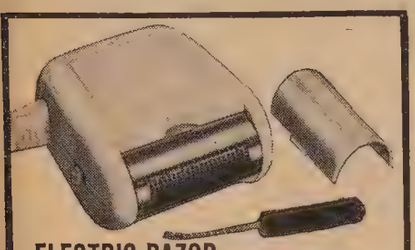
8mm MOVIE CAMERA

Electric powered— no winding! Detachable pistol grip. Loads in seconds. Adjustable lens. Black and white or color. $5.50

Transistor TAPE RECORDER

Records—Plays Back—Erases—Rewinds. Includes dynamic speaker, microphone, tape, reels, etc. $5.80





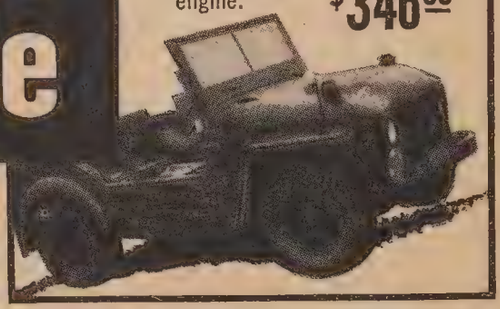
ELECTRIC RAZOR

Product of Swiss Craftsmanship. Shaped to shave heaviest beard. Maker guarantees for one full year. With cord, head guard and brush. $1.70

Buy Below Wholesale

JEEP

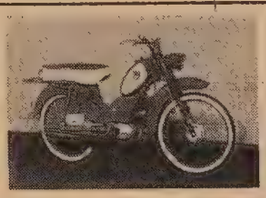
Great surplus buys available also. Austin Jeep with Rolls-Royce engine. $346.00



Start your own BIG PROFIT Home Import Business...

Import bargains by the thousands give you profit opportunities beyond your wildest dreams. Men—women start now in your own Home Import Business, full or part time. Cash in now without previous experience or capital investment. You can make your first import order 10 minutes after you get my proven drop ship plan. These bargains and thousands more go quick to stores, mail order operators, premium users, friends, others.

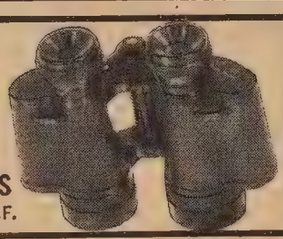
DUTCH MOTOR-CYCLE $113.00



Double tubular racing frame. Complete with buddy seat, chrome panels, lock, claxon, tools, speedometer. Deluxe Sprintmaster model for sporty appeal.

CALENDAR WATCH

Swiss movement. Beautiful styling. Tells time and date. Sweep second hand, gift case, stainless steel back, water resistant, antimagnetic. METAL EXPANSION BAND 11¢. $2.33



FIELD GLASSES 7x35 G.C.F.

Clear and powerful. Beautifully balanced. Lightweight. Protective lens covers. Center focusing. $2.40

DISCOVER SECRETS OF IMPORT The Profits are All Yours!

Plan reveals everything to start you importing immediately. Gives you free membership in International Traders—famous world wide organization that puts you in direct contact with suppliers abroad. It's easy to buy below wholesale when we show you how. Rush coupon today for my FREE BOOK, "How to Import and Export" —get details about thousands of amazing buys. Airmail reaches me overnight.

REAL SAPPHIRE RING

Hand set Sapphire Stone in Sterling Silver mounting. Smart design. Ladies styles also available. 3.50

DIAMOND 3 CARAT $270.00

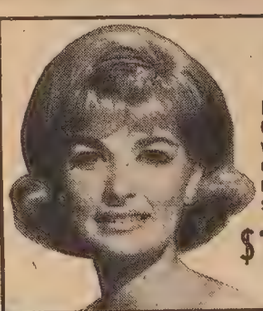
Belgium diamond cutter offers vast store of diamonds in every weight and style at fabulously low prices.

B. L. MELLINGER, JR.
Famous world trader...
President of The Mellinger Co.

Send No Money!

Do Not Order From Us. I show you how to get these bargains and hundreds of others. Prices shown are direct from suppliers abroad.

Put coupon in mail today!



HUMAN HAIR WIG

Exciting new craze! Glamour high fashion wigs. Popular hair colors. Skillfully made. Luxuriously soft; fine textured. $15.00

More examples of thousands of import bargains you can get to make fantastic profits up to 200% and more.

FISHING ROD	.50
FM HI-FI RADIO	8.80
RIFLE SCOPE	1.85
MOVIE TITLE KIT	1.00
BEADED HANDBAG	1.01
FLASHLIGHT	.10
TRANSISTOR RADIO	1.70
CARDIGAN SWEATER	2.00
SPINNING REEL	.96
STOP WATCH	1.12
WRIST RADIO	2.90
MODEL BOAT KIT	.65
WATER PISTOL	.05

Prices subject to availability, price fluctuation.

THE MELLINGER CO., Dept. B1123
1554 S. Sepulveda
Los Angeles, Calif. 90025

Get details on 8 FREE Imports

MAIL THIS COUPON TODAY

FREE BOOK TELLS HOW TO MAKE MONEY IN IMPORT

How to IMPORT AND EXPORT

30-POWER TELESCOPE & TRIPOD

Sturdy Metal Construction

3 section Telescope lets you see farther. Extends for razor-sharp focus. $1.94

The Mellinger Co., Dept. B1123
1554 S. Sepulveda, Los Angeles, Calif. 90025

Send Free Book showing how I can start a business of my own and make big profits. Show me how I can get bargains like these, how to buy below wholesale. (If under 21, state age.)

Name_____ Age_____

Address_____

City_____

State_____ Zip Code_____

Save 3 days . . . Give Zip No. for fastest reply.

BOOKS OF THE RAILS

THE LUCIUS BEEBE READER, selected and edited by Charles Clegg and Duncan Emrich, 398 pages, 6x9″, no illustrations except portrait on jacket, foreword by Clegg, biographical sketch by Emrich, checklist of sources; Doubleday & Co., Inc., Garden City, N.Y., $7.95.

A legend in his lifetime, the late Lucius Beebe is described on the jacket of this book as "bon vivant, author, gourmet, individualist, railroad buff, oenophile (connoisseur of wine), acidulous critic, and truculent advocate." His personality was unique; either you admired it very much or you couldn't stand his guts, depending upon your viewpoint. He posed as a snob for publicity reasons, but face to face we found him to be warm-hearted, generous, and very human.

That tall, robust, and smartly dressed man was "one of us." He visited our office and often supplied us with pictures and information as well as articles. Any issue of *Railroad Magazine* that featured a Beebe piece sold out fast. No other railroad writer in his day felt more enchanted by the power and glamor of steam locomotives and the men who ran them nor argued more persuasively in favor of high-class passenger trains. For him the flanged wheel on the steel rail was basic to America's way of life. Furthermore, Beebe was the only railroad author of his day known to the public at large.

The Lucius Beebe Reader reflects many facets of his brilliant personality and gives considerable space to Beebe the railfan. For example:

From the very beginning, railroad trâvel was an adventure in fantasy . . . Passengers rode in cars that were patently devised for holiday occasions, brightly painted in the liveries of the carriage-building tradition from which they derived, scrolled and fretted with lettering in gilded script and, in the early stages of the game, with their sidewalls bearing amusing and instructive works of art, paintings depicting landscapes and points of interest along the route, wild animals, and scenes of domestic husbandry . . .

But most of all, the American traveler aboard the cars was delighted by the locomotive engines that drew the whole glittering train brigade, where the engineer sat on the right-hand side, godlike and remote as an earl, his hand and will dominating the most beautiful and compelling machine ever devised by man . . .

Until comparatively recent times, the wayside stations in country places were frequented at train time by the local inhabitants who strolled the platform for a brief, vicarious experience of life in the great world from which the railroads ran and to know the thrill of contact with events beyond their own placid and changeless horizons : . .

***The Lucius Beebe Reader* presents some of the most distinguished writing of the late Mr. Beebe (right), edited largely by Charles Clegg (left). Scene is the drawing room of their home in the old ghost town of Virginia City, Nevada.**

Numerous other subjects are discussed in *The Lucius Beebe Reader,* some of them provocative and nonconformist, such as:

The truth is that, one and all, the patent breakfast foods and dried cereals known to literally millions by their brand names are so much complete and utter trash without the least vestigial trace of food value or nutriment of any sort other than that contained in the milk and sugar with which they are vaguely edible.

But Beebe's railroad interest chiefly concerns us here, and the new book of nearly 400 pages is rich with comments like these:

In the bright noontide of their splendor, riding the cars exercized so great a hold upon the public imagination that crack reporters for the national periodical and newspaper press were assigned at frequent intervals to write feature stories on the wonderments of new equipment, specially speedy runs, or the daring and achievements of the men who rode the cars and engines for a living. Enterprising metropolitan dailies had railroad editors, even as they had staff members specially charged with society, the theater, and the market.

Chuck Clegg, who was No. 62 of our *Interesting Railfans,* and Duncan Emerich, former chief of the folklore section, Library of Congress, did an excellent job in selecting this material and preparing it for publication in one big book.

CANADIAN TRANSPORTATION ECONOMICS, by A. W. Currie. 719 pages, 6x9″, hard covers, with notes and index, no illustrations; University of Toronto Press, Toronto 5, Ont., Canada, $15.

Here is a textbook for the serious student of transportation rates, written in an unassuming style. Annotated and beautifully printed, it is bound to be a standard reference work in its specialized field.

THE CLOUD-CLIMBING RAILROAD: *Story of the Alamogordo & Sacramento Mountain Railway,* by Dorothy Jensen Neal, 81 pages, 6x9″, hard covers, illus-

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

• A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!

• Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

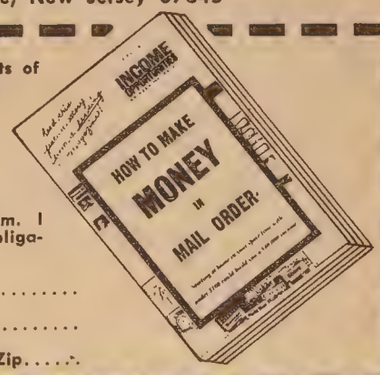
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 64
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 64
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

DUET BRIDGE

A NEW PARKER BROTHERS GAME

Leave it to famous Parker Brothers to bring you a two-handed bridge game that offers sound help for the expert

- Every bit as enjoyable as the actual four-handed game!
- Clever, slotted plastic holders take the place of partners—each player can see his dummy hand but opponent cannot.
- All regular bridge rules apply.
- Handsome deck of plastic-coated cards included.

ONLY $3.00 ORDER BY MAIL USE THIS COUPON

ACE-HI PRODUCTS
Box 2730 Grand Central Station
New York, N.Y. 10017

Enclosed is check or m.o. for $_____. Send:

_____ DUET BRIDGE Games @$3.00
(add 25c post. & handling each)

NAME _____

STREET _____

CITY _____

STATE _____ ZIP _____

trated. Alamogordo Printing Co., Alamogordo, N. M. 88310, $6.

This is the hard-cover edition of a book we reviewed last September. A well-told story of a lumber line in the mountainous area of New Mexico. The road is now a branch of the Southern Pacific.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY: *History and Steam Locomotives*, 196 pages, 8½x11", illustrated with photos, maps, timetables, loco diagrams, etc. Hard cover, imitation leather binding, gold-stamped. Published by the author, Richard E. Prince, P.O. Box 724, Green River, Wy. 82935, $12.

More than 8 decades of separate identity belied the fact that the NC&StL was a subsidary of the Louisville & Nashville from 1880 to 1957, when the parent road absorbed "The Dixie Line" and abolished its individuality. Its long years of history, extended by the years of its predecessors, was worthy of a top-caliber account, and Prince has done a superb job. Following the format of his Atlantic Coast Line book, he makes use of wide variety of illustrations, especially of locomotives.

Being a former supervisor in the L&N Mechanical Department, the author is familiar with railroad terminology and the significant aspects of the development, cars, and the physical plant of the road. His new book does full justice to the interesting history of the NC&StL and its predecessors. Civil War buffs also will enjoy it, for the road was in the thick of that conflict. Its details of the Andrews Raid are timely because of the court fight over ownership of the *General*. The pictures are large and clear; the layouts are good.

THE ANDROSCOGGIN RIVER VALLEY, by D. B. Wight, 561 pages, 6½x8", hard covers, illustrated; Charles E. Tuttle Co., Rutland, Vt. $12.75

Of special interest in this comprehensive account of the physical, political, and economic development of a New England area are details of the construction and corporate affairs of the Atlantic & St. Lawrence, first international railway between the U.S.A. and Canada, now part of the Canadian National. There is a nice photo of an open trolley in Berlin, N.H. Though the book's typography and illustrations are good, the paper is too thin.

Bristish Railway Books

The following new books, published by Ian Allan, Ltd., London, England, are available from *Railroad Magazine* Book Service. Prices include shipping charges.

I TRIED TO RUN A RAILWAY, by Gerry F. Fiennes, 140 pages, 6x9", hard cover, illustrated, $4.90.

This is the fascinating autobiography of a top-notch operating official who had the temerity to write it without having the manuscript approved by the very conservative • British Railways Board before publication. When excerpts from the book appeared in a magazine even before the book itself went on sale, the shocked Board quickly fired the author from his position as chairman and general manager of the Eastern Region of BR.

Such a volume almost certainly could not be written by an American railroad official of comparable rank and status. *I Tried to Run a Railway* contains "meat" for students of rail operation and human relations, but they should be able to read between the lines and should have a thirst for knowledge that is not restricted by self-imposed myopia.

Gerry Fiennes's outreaching personality includes a delightful sense of humor and the uncommon ability to laugh at himself, which is woven skillfully into his personal narrative. When first appointed general manager of a traditionally proud Region, he set out to meet as many men on duty as possible. One day at Newport, climbing into the cab of a diesel hauling a train to Cardiff, he showed his engine permit to the driver (engineer), who merely glanced at it and later remarked, "I hear the general manager is on this train."

"He was," Mr. Fiennes said, "but he left it at Newport."

"Too bad," said the driver. "He should have stayed with us to Cardiff. I wonder where he went."

"Right here," was the grinning reply.

Although the book contains many British colloquialisms, it has considerable appeal for well-informed North American readers. (The foregoing review comes from Thomas T. Taber, who is personally acquainted with the author.)

THE GREAT EASTERN RAILWAY, by Cecil J. Allen. 242 pages, 5½x8½", hard covers, illustrated, with fold-out map, 1967 edition (first published in 1955), $9.25.

Anyone interested in British rail history will find this a valuable work. It covers the development of a major system from the days of its predecessors in the 1830's until unification with the nationalized British Railways. The author is the only overseas person ever written up in *Railroad Magazine's* series of "Interesting Railfans."

THE ASPINALL ERA, by H. A. V. Bulleid, 270 pages, 6x9", hard covers, illustrated, $11.75.

Sir John Aspinall was an engineer and administrator whose influence on British railroading was extensive and beneficial from the 1880's through the early 1900's.

LOCOMOTIVES AT THE GROUPING, No 4: GREAT WESTERN RAILWAY, by H. C. Casserley and S. W. Johnston. 144 pages, 5½x8½", hard covers, illustrated $6.75.

"The Grouping" is the term for the formation of myriad British railroads into four major systems.

THE STORY OF PASSENGER TRANSPORT IN BRITAIN, by J. Joyce. 208 pages, 6x9", hard covers, illustrated, $11.

Here is a popular history of travel in Great Britain from the Middle Ages down to the present, covering land, water, and air. Naturally, railways are given extensive treatment. Local transit also is covered. Fine, clear printing has made room for a great deal of history.

BRITISH LOCOMOTIVE NAMES OF THE TWENTIETH CENTURY, by H. C. Casserley, 178 pages, 6x9", hard covers, illustrated, $10. (1967 edition; originally published in 1963.)

Interesting combination of text and tables with fine printing and photos.

LMS ALBUM, by C. C. Dorman. 106 pages, 7x9½", hard covers, illust., $8.

Photo album of London, Midland & Scottish Railway and predecessors. No text, just captions.

ISLE OF WIGHT ALBUM, by G. M. Kichenside, 96 pages, 7x9½", hard covers, illustrated, $8.

A well-done rail picture book.

RAILWAY COLOUR ALBUM, Ian Allan, Ltd., London. 37 pages, 7x9½", hard covers, $2.

British steam in action.

TRAINS 'SIXTY-EIGHT, ed. by J. B. Snell, 96 pages, 7x9½", hard covers, illustrated, $3.75.

Thirteen articles on railroading in Europe and Great Britain by various authors, some photos in color.

LOCOSPOTTERS' ALBUM FOR 1968, ed. by G. M. Kichenside, 64 pages, 7x9½", hard covers, illustrated, $2.75.

BRITISH RAIL LOCOMOTIVES. Available as a single volume of 256 pages, 4x6", hard covers, for $3.75, or as 4 paperbound volumes, 4x6", 64 pages each, $1.25 apiece.

PASSENGER TRANSPORT, 1967 ("The Little Red Book") 451 pages, 4x6½", hard covers, no illustrations, $8.

IRISH LOCOMOTIVES, by R. N. Clements and J. M. Robbins. 56 pages, paperbound 4x6", illustrated, $1.75.

SNOWDON MOUNTAIN RAILWAY, by P. Ransome-Wallis. 48 pages, 5x7", paperbound, illustrated, $1.50.
Great Britain's only rack railroad.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails at $2.50 or more. All postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
THE LUCIUS BEEBE READER	$ 7.95	($ 7.55)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
CLOUD-CLIMBING RAILROADS, by D. Neal	$ 6.00	($ 5.70)
I TRIED TO RUN A RAILWAY, by Fiennes	$ 4.90	($ 4.65)
STEAM IN '60's, Ziel and Foster	$10.00	($ 9.50)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
ALASKA RAILROAD, by Edwin Fitch	$ 5.95	($ 5.65)
LINES WEST, by Charles R. Wood	$12.95	($12.30)
U.S. STEAM DIRECTORY, Koenigsberg	$ 5.95	($ 5.65)
MINISINK VALLEY EXPRESS, by Best	$ 3.95	($ 3.80)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
BOSTON & ALBANY BOOK, by Stephen Salsbury	$10.00	($ 9.50)
THE ORIENT EXPRESS, by Michael Barsley	$ 6.95	($ 6.70)
MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
PULLMAN PANORAMA, by Robert Wayner	$ 4.75	($ 4.50)
NARROW GAUGE TO REDWOODS, Dickinson	$ 6.95	($ 6.70)
NYC EARLY STEAM POWER, by Staufer	$15.00	($14.25)
MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
RAILS ACROSS PANAMA, by J. L. Schott	$ 5.50	($ 5.25)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 5.50	($ 5.25)
BRITISH RAILWAY ACCIDENTS, by J. Hamilton	$ 8.95	($ 8.50)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
FAREWELL TO STEAM, by David Plowden	$10.00	($ 9.50)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
LOCOS. OF DICKSON MFG. CO., Best	$10.00	($ 9.50)
TRAINS OF THE WORLD, Riverain-Jackson	$ 4.95	($ 4.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
CANADIAN NATIONAL RAILWAYS by By G. R. Stevens, 2-volume set	$15.00	($14.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

FREE FACTS *mail coupon* on how to become a GAME WARDEN

APPROVED for VETERANS under new G.I. bill

FISH-WILDLIFE MANAGER
FOREST RANGER, GOV'T. HUNTER
or Aid or Assistant Type Positions that Require Less Formal Education

Don't be chained to desk, store counter or factory machine. Enjoy an outdoor life with the *extra* rewards of hard muscles, bronzed skin, vibrant good health. Sleep under pines! Catch breakfast from icy streams! Feel like a million—and *look* like it, too! Easy home-study plan prepares you now for an outdoor man's dream career in Forestry, Wildlife & Soil Conservation. Plan to live the life you love. Rush coupon for FREE "CONSERVATION CAREER KIT"—jam-packed with exciting facts about your future in Conservation.

THRILLS AND ADVENTURE

Every day is a new adventure for the man in Forestry & Wildlife Conservation. You may hunt mountain lions, coyotes and wildcats—parachute from a plane or land in a helicopter—aid animals marooned by fire or flood—or save the life an an injured hunter. Adventure, public service and good pay—almost like a vacation with pay!

GOOD PAY! SECURITY! NO LAYOFFS!

Although not connected with the Government, we show you how to seek out exciting job openings in your state and other areas. Age limits 17 to 45, sometimes older on luxurious private Game Farms & Hunt Clubs. Many accepting applications now! Most Conservation Careers combine permanence with fine starting pay and regular advances. No layoffs because of slow business. No worry about your pay check. A pension may assure you a good income for life. Living costs are low, too!

PROTECT FORESTS and WILDLIFE—ARREST VIOLATORS!

To guard and protect our forests, fish and wild game, Game Wardens are empowered to enforce the Conservation Laws and arrest violators. Positions of prestige and authority! Other exciting activities include supervising fire patrols and reforestation projects, banding wildfowl, inoculating wild game against disease, etc.-a never-ending campaign of protection for our great national resources.

VACATION JOBS—

a wonderful way to get started!

Make valuable contacts and "learn the ropes." No special training or experience needed. Students can prepare now for next vacation period.

500,000 NEW JOBS

A national weekly news magazine recently stated that according to government studies and forecasts job opportunities in the outdoor field are due for rapid increases in the years just ahead. Estimates range as high as 500,000 new jobs by 1980 in operation and management of public and private recreation areas. Special skills and training will be needed by people to fill sub-professional jobs. North American graduates are working *right now* in outdoor positions of responsibility in almost every State. You, too, may already have the basic talents for an exciting outdoor position. Find out all about it now. Mail the coupon today!

Rush COUPON for FREE "CONSERVATION CAREER KIT"

If you're an outdoor man at heart, get the facts on exciting career opportunities in Conservation for you. Send for **FREE "CONSERVATION CAREER KIT"**, including 20-Page Conservation Career **Fact Book**, self-scoring **Aptitude Quiz**, 3-month subscription to **"Conservation Topics"**, plus exciting report **"JOBS FOR SPORTSMEN"**—How & Where to Get Them." No cost, no obligation, now or ever. No salesman will call. Rush coupon today!

Accredited Member, Nat'l Home Study Council. Auth. to issue Diplomas by Calif. State Superintendent of Instruction.

ALL 4 FREE MAIL COUPON

NORTH AMERICAN SCHOOL OF CONSERVATION, Dept. 4043
4500 Campus Drive, Newport, Calif. 92660

Rush **"CONSERVATION CAREER KIT"** including Book, Aptitude Quiz, 3 month subscription and Job Report **ALL FREE!**

NAME_____ AGE_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Toledo, Peoria & Western locos 103 and 102, GP-7's built by General Motors in 1952.

SHORTLINES OF ILLINOIS

Present-day locomotive rosters compiled by Sy Reich

Alton & Southern Railroad

Railroad Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
——	28-42	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947-8	1
——	43	1500	Alco-GE	RS-3	B-B	78,000	247,900	1950	
——	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	
——	46-49	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2
——	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1,3
——	51-54	1500	Alco-GE	RS-2	B-B	?	?	1948-9	1,4

Aurora, Elgin & Fox River Electric

Owns one unit, the specifications of which are unknown to us.

Baltimore & Ohio Chicago Terminal

SE-1	8416-8421	600	GM-EMD	SW1	B-B	49,500	198,000	1942	5
SE-4	9509-9511	1000	GM-EMD	NW2	B-B	62,100	248,400	1940	6
SE-6C	9600-9607	1200	GM-EMD	SW9	B-B	61,625	246,500	1952	7

Belt Railway of Chicago

300	300	600	Alco	HH 600	B-B	50,750	203,000	1934	8
301	301	600	GEIR	Box Cab	B-B	54,000	216,000	1930	9
300	302	600	Alco	HH 600	B-B	50,750	203,000	1935	
300	303	600	Alco	HH 600	B-B	49,750	199,000	1935	8
304	304	660	Alco-GE	S1	B-B	49,500	198,000	1941	10
304	305-306	660	Alco-GE	S1	B-B	49,500	198,000	1942	10
400	400	1000	Alco-GE	S2	B-B	57,500	230,000	1941	
401	401	1000	Baldwin	VO 1000	B-B	59,520	238,080	1942	11
401	402	1000	Baldwin	VO 1000	B-B	61,430	245,730	1944	11
400	403	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
400	404	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
401	405	1000	BW	DS-4-4-100	B-B	60,640	242,570	1947	11
400	406	1000	Alco-GE	S2	B-B	57,500	230,000	1948	
400	407	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
400	408-411	1000	Alco-GE	S2	B-B	58,100	232,400	1950	
420	420	900	Alco Pr.	S6	B-B	61,815	247,260	1957	
450	450-458	1500	Alco-GE	RS-2	B-B	62,150	248,600	1949	12
470	470-471	1500	GM-EMD	GP7	B-B	61,730	246,910	1951	
470	472-475	1500	GM-EMD	GP7	B-B	61,760	247,030	1951	14
470	476-477	1500	GM-EMD	GP7	B-B	61,940	247,740	1952	
480	480	1750	GM-EMD	GP9	B-B	61,550	246,190	1956	
480	481	1750	GM-EMD	GP9	B-B	61,170	244,670	1956	
500	500A,B-501A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,680	494,700	1949	13
500	502A,B-506A,B	2400	GM-EMD	TR4	(B-B)x(B-B)	123,470	493,880	1950	
520	520-521	1200	GM-EMD	SW9	B-B	61,690	246,770	1951	
520	522-523	1200	GM-EMD	SW9	B-B	61,800	247,190	1951	
520	524-526	1200	GM-EMD	SW1200	B-B	61,970	247,900	1963	11
530	530	1500	GM-EMD	SW1500	B-B	65,080	260,320	1967	
600	600-602	2400	Alco Pr.	DL-640A	B-B	67,890	271,540	1965	
600	603-605	2400	Alco Pr.	DL-640A	B-B	67,950	271,800	1966	

Chicago & Illinois Midland Railway

SW-12	18-19	1200	GM-EMD	SW1200	B-B	61,000	248,000	1955
SW-12	20-23	1200	GM-EMD	SW1200	B-B	61,000	248,000	1955
RS-13	30-31	1325	GM-EMD	RS1325	B-B	60,000	246,500	1960
SD-9	50-54	1750	GM-EMD	SD9	C-C	90,000	372,000	1955
SD-18	60-61	1800	GM-EMD	SD18	C-C	90,000	370,000	1961-2

Chicago & Illinois Western Railroad

——	101	1200	GM-EMD	SW7	B-B	62,000	248,000	1950
——	102-103	1200	GM-EMD	SW7	B-B	62,000	248,000	1950
——	104	1200	GM-EMD	SW9	B-B	62,000	248,000	1951

Chicago & Western Indiana Railroad

——	250-251	1000	GM-EMD	NW2	B-B	62,500	249,000	1947	15
——	252-255	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	
——	256-259	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	
——	260-263	1000	Alco-GE	RS-1	B-B	72,000	251,000	1950	

Chicago Heights Terminal Transfer Railroad

——	104-105	660	Alco-GE	S1	B-B	49,500	202,150	1942	16
——	132-133	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	
——	227-228	1500	GM-EMD	GP7	B-B	62,658	250,630	1950-1	17
——	229-230	1500	GM-EMD	GP7	B-B	62,658	250,630	1951	17
——	242	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	17

Chicago Produce Terminal (owns no locomotives)

Chicago River & Indiana Railroad

DES-15b	8406-8411 (1st)	1200	LH	yard sw.	B-B	61,750	247,000	1951	18
ES-6	8400,8403	600	GM-EMC	SW1	B-B	51,625	206,500	1939	19
ES-6	8406 (2nd)	600	GM-EMD	SW1	B-B	48,925	195,700	1943	20
ES-6	8420	600	GM-EMD	SW1	B-B	49,000	196,000	1949	21
ES-6	8430	600	GM-EMD	SW1	B-B	49,000	196,000	1949	21
ES-6	8437	600	GM-EMD	SW1	B-B	49,150	196,600	1950	22
ES-6	8444	600	GM-EMD	SW1	B-B	49,850	199,400	1950	23
ES-6	8453,8459	600	GM-EMC	SW1	B-B	55,525	222,100	1939	24
ES-6	8481	600	GM-EMD	SW1	B-B	55,775	223,100	1941	25
ES-6	8498	600	GM-EMD	SW1		55,875	223,500	1942	26
ES-12	8836-8841	1200	GM-EMD	SW7		61,625	246,500	1950	27
DES-19a	9800-9820	800	LH	yard sw.		57,200	228,800	1951	28

Weird New Sonic Lure Caught Fish Like Crazy!

By Lyman Walton, Co-Inventor
As Told to Paul Stag
The Weekend Fisherman

Think of it! My new VIBRATING LURE gives loud, GURGLING, SPLASHING, BUBBLING sounds as you skitter it along the surface of the water! Sends out up to 200 vibrations every minute underneath that water! Looks COMPLETELY UNLIKE ANYTHING THAT ANY FRESH WATER FISH HAS SEEN BEFORE.

And has already used this weird sight and weird sound and weird sonic vibrations — in one of its very first Summer trials — to lure fish into attacking it so savagely that they actually knocked it out of the water. Hauled in trout, bass, muskie, walleye, and pike, even when other lures had caught little or no fish right next to it! Heres why —

THIS IS AN ARTIST'S CONCEPTION OF THE VIBRA-BAT LURE AND IT'S SONIC EFFECT UNDER WATER! I believe it to be irresistible to fish! Try it entirely at our risk!

CAUGHT! 120 FISH IN ONE HOUR!

Yes! Imagine that YOU were there — at Cattail Lake, Illinois, on August 20, 1961. A hot summer day! A beautiful stream-fed pond — 90 by 60 feet wide! Fishermen trying lures, flies, natural bait! But despite the fact that this is a stocked trout farm with no limit, there is only an occasional strike. It looks like a wasted day!

And then, three die-hard friends decide to try their luck with me! We start to cast from the edge of the water. At the end of our lines is an **ENTIRELY DIFFERENT LURE** — a weird little metal monster that casts like a bullet and flutters back through the water like a drowning bat!

EVEN EXPERIENCED FISHERMEN WATCHED IN AMAZEMENT!

Almost at once **THAT QUIET WATER EXPLODES INTO ACTION!** The first strike causes a shout of excitement! And then a second strike! A third, fourth, sixth, seventh, eighth! Beautiful rainbows and browns still shimmering from the water — being pulled in at the rate of more than one every minute!

Now the water is almost exploding with fish striking! Sometimes four and five trout savagely attack one lure at the same time! Fifty — seventy — ninety fish are caught and released! People along the shore stop to watch the spectacle!

In one short hour, we have caught and released 120 fish! All **WITH** the very same weird little lure that can go to work for you next week, without your risking a penny!

WHAT'S THE SECRET? UNDERWATER SONIC VIBRATIONS!

Why did this bat-shaped lure catch fish by the stringer-full — even after ordinary lures, and natural bait have caught little or nothing? For this simple reason —

Meet Lyman Walton — a direct descendant of Isaac Walton and co-inventor of the amazing VIBRA-BAT LURE.

Because this lure gives off unique **GURGLING, BUBBLING, SPLASHING SURFACE NOISES** — plus up to 200 sonic vibrations every minute underneath that water — that I believe **FISH FIND IRRESISTIBLE!**

Yes! I am certain that sonic pulsations are the answer to every fisherman's prayer. I have studied the Navy Fish Biologist reports about the sounds fish make between themselves in the water! I have seen fish follow the propellers of a boat as though they were hypnotized by the sound!

And I have always believed that if I could take those gurgling, bubbling, splashing surface sounds and underwater vibrations — that actually seemed to **CALL FISH TO THEM** — and build that sound into a "Vibrating Lure" then it could haul in eye-popping catches, even where ordinary lures had caught little or nothing at all! Even in hard-fished waters where the wise old fish run away from ordinary lures!

JUST READ THESE FISH-CATCHING ACHIEVEMENTS! TRY IT AT OUR RISK!

Yes! Research showed me that lures, like fish, create Sonic Vibrations in the water by their movements! So I have designed a lure that I estimate **FLUTTERS THROUGH THAT WATER UP TO 200 TIMES A MINUTE!** Wing-shaped — bat-like — **JERKING AND FLUTTERING MADLY THROUGH THAT WATER — SENDING OUT IRRESISTIBLE SONIC WAVES — GURGLING, SPLASHING, BUBBLING SURFACE SOUNDS THAT TRAVEL THROUGH WATER IN EVERY DIRECTION, AT THE RATE OF 4,760 FEET EVERY SECOND, THE ACTUAL SPEED OF SOUND UNDER WATER!**

No wonder this "**VIBRA-BAT**" lure caught a 10 pound 7½ ounce Northern on one of its first tests — only moments after it hit the water — hauled in six bass in sixty minutes in another test, all 2½ pounds or larger — pulled in perch by the dozens in a third test at Belmont Harbor, Illinois, even after live bait and lures had scarcely a strike, and **CONTINUED** to land so many fish, so quickly, **THAT FISHERMEN WATCHED IN AMAZEMENT!**

No wonder our tests show this revolutionary new lure hauls in trout, bass, muskie, walleye, pike, salmon and other fresh water fish even in hard fished waters — produces strikes even when other fishermen alongside it are going almost unrewarded!

AMAZING 6-MONTH TRIAL OFFER

You simply cannot believe the fish-catching powers of this amazing lure until you try it yourself, **FOR 6 FULL MONTHS ENTIRELY AT OUR RISK!** We cannot guarantee, of course, that these amazing VIBRA-BAT SONIC LURES will produce for you in every pond, river or lake everytime you go fishing **BUT WE DO GUARANTEE** that these VIBRA-BAT LURES will definitely catch MORE fish for you . . . make you agree that this is the greatest little lure you've ever used — OR SIMPLY RETURN THEM ANYTIME WITHIN SIX FULL MONTHS FOR EVERY CENT OF YOUR PURCHASE PRICE BACK!

You and you alone are the only judge! You have nothing to lose! Send in the Six Month Trial Coupon TODAY!

SPECIAL NOTICE

Harrison Industries has told on this page the amazing story of the **VIBRA-BAT** as related to us by Lyman Walton.

We have received signed statements from Lyman Walton and other fishermen that these facts are correct.

Incidentally—the words "Gurgling—Splashing—Bubbling" are Walton's particular translation of the weird sound. Actually no two fishermen would agree on a description of this sound. But you will agree on its amazing results, or your money back!

---MAIL AMAZING 6 MONTH TRIAL--- COUPON TODAY

HILLSDALE ASSOCIATES, Dept. AMG-4-68
208 East 43rd Street, New York 10017

Yes, I want to try **VIBRA-BAT** Lures on Amazng **6 MONTH TRIAL OFFER.** Send me set of three different **VIBRA-BAT** Lures in gleaming Nickel, Yellow and Jet Black color combinations . . . all for only $2.98 (4.00 value!) if **VIBRA-BAT** does not catch more fish . . . and make fishing more fun . . . if **VIBRA-BAT** is not the greatest lure I've ever used, I can return it within 6 months for full refund.

☐ **PAYMENT ENCLOSED.** Enclosed is $2.98 (cash, check or M.O.). Ship me set of **VIBRA-BATS** postpaid. I **SAVE** all C.O.D. charges. Money Back Guarantee.

☐ **SEND C.O.D.** I will pay postman $2.98 plus C.O.D. postage charges. Same Money Back Guarantee.

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

Chicago Short Line Railway

—	24-25	1200	GM-EMD	SW9	B-B	62,000	246,660	1953	29
—	26-27	1200	GM-EMD	SW9	B-B	62,000	248,000	1953	30
—	100	1000	Baldwin	VO 1000	B-B	62,500	250,000	1941	95
—	101	1000	Baldwin	VO 1000	B-B	62,500	250,000	1944	96
—	102	1000	Baldwin	VO 1000	B-B	62,500	250,000	1945	97
—	200	600	GM-EMD	SW1	B-B	50,000	200,000	1942	98
—	201	600	GM-EMD	SW1	B-B	49,500	198,000	1949	31
—	601	800	GM-EMD	SW8	B-B	52,500	210,000	1952	32

Chicago South Shore & South Bend Railroad

—	601	600	GM-EMD	SW1	B-B	50,625	200,000	1940	33
—	701-706	2900	Alco-GE	electric	C+C	70,000	280,000	1930	34
—	801-803	5600	GE	electric	2-D+D-2	101,500	546,000	1948	35
—	900-903	1600	WH	electric	B-B	50,000	200,000	1930	36
—	1010	1440	WH	electric	B-B	42,500	170,000	1928	37
—	1011-1013	1400	WH	electric	B-B	42,500	170,000	1930	37
—	1014	1440	WH	electric	B-B	42,500	170,000	1930	37

Chicago Union Station (owns no locomotives)

Chicago, West Pullman & Southern Railroad

—	40	1000	Alco-GE	S2	B-B	69,630	232,100	1944	38
—	41	1000	Alco-GE	S2	B-B	69,630	232,100	1949	38
—	42	800	GM-EMD	SW8	B-B	57,051	228,205	1951	39
—	43-44	800	GM-EMD	SW8	B-B	56,666	229,995	1952	40
—	45-46	800	GM-EMD	SW8	B-B	57,431	233,055	1952	40
—	47-48	1200	GM-EMD	SW9	B-B	60,805	246,550	1952	40
—	49-50	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	41
—	51	1200	GM-EMD	SW9	B-B	62,000	248,000	1953	42

Davenport, Rock Island & North Western Railway

—	1-2	660	Alco-GE	S3	B-B	59,700	198,000	1951-2
—	3-4	660	Alco-GE	S3	B-B	59,700	198,000	1952
—	5-7	660	Alco-GE	S3	B-B	59,700	198,000	1953

East St. Louis Junction Railroad

Owns 4 locos, probably GE 70-tonners in 70 series; specifications unknown to us.

Elgin, Joliet & Eastern Railway

—	100	2000	BW	DT 6-6-2000	C-C	108,990	363,300	1946	43
—	101-125	2000	BW	DT 6-6-2000	C-C	104,850	349,500	1948	44
—	126	2000	BW	DT 6-6-2000	C-C	106,425	354,750	1950	45
—	200-205	600	GM-EMC	SW	B-B	60,000	200,000	1936-7	46
—	206-208	600	GM-EMC	SW	B-B	60,000	200,000	1937	47
—	209	600	Alco	HH 600	B-B	59,000	195,200	1937	48
—	210-212	660	Alco	HH 660	B-B	65,200	197,500	1940	49
—	213-214	660	Alco-GE	S1	B-B	58,200	194,000	1940	50
—	215	660	Alco-GE	S1	B-B	59,850	199,500	1940	51
—	216-217	660	Alco-GE	S1	B-B	59,850	199,500	1941	52
—	220-224	600	GM-EMD	SW1	B-B	49,000	196,000	1940	53
—	225-230	600	GM-EMD	SW1	B-B	48,520	194,070	1940	54
—	231-237	600	GM-EMD	SW1	B-B	48,350	193,410	1940-1	55
—	238-246	600	GM-EMD	SW1	B-B	48,440	193,770	1941	56
—	270	660	Baldwin	VO 660	B-B	60,150	200,500	1940	58
—	271-272	660	Baldwin	VO 660	B-B	59,500	198,640	1941	57
—	300-307	1200	GM-EMD	SW1200	B-B	60,660	246,980	1960	
—	400-401	900	GM-EMC	NW1	B-B	75,000	250,000	1937	59
—	402 (1st)	900	Alco	HH 900	B-B	70,050	232,000	1937	60
—	402 (2nd)	900	GM-EMC	NC	B-B	75,000	250,000	1937	61
—	403-404	1000	GM-EMD	NW2	B-B	61,340	245,370	1940	
—	405-406	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	62
—	407	1000	GM-EMD	NW2	B-B	61,340	245,350	1941	
—	408 (1st)	900	GM-EMC	NC	B-B	75,000	250,000	1937	63
—	408 (2nd)	1000	GM-EMD	NW2	B-B	61,820	247,280	1942	64
—	409-423	1000	GM-EMD	NW2	B-B	60,850	243,390	1947	
—	424-434	1000	GM-EMD	NW2	B-B	60,753	243,010	1949	
—	435-443	1000	GM-EMD	NW2	B-B	60,740	242,960	1949	
—	450	900	Alco	HH 900	B-B	70,050	232,000	1937	60
—	451-452	1000	Alco-GE	S2	B-B	69,000	230,000	1940	65
—	453	1000	Alco-GE	S2	B-B	69,000	230,000	1940	66
—	454	1000	Alco-GE	S2	B-B	69,000	230,000	1941	67
—	455-461	1000	Alco-GE	S2	B-B	69,000	230,000	1944	68
—	462	1000	Alco-GE	S2	B-B	69,000	230,000	1948	69
—	475	1000	Baldwin	VO 1000	B-B	72,000	240,000	1941	
—	476-477	1000	Baldwin	VO 1000	B-B	71,395	237,980	1941	
—	478	1000	Baldwin	VO 1000	B-B	72,125	240,410	1944	
—	479-480	1000	Baldwin	VO 1000	B-B	72,040	240,130	1944	
—	481-482	1000	Baldwin	VO 1000	B-B	72,760	242,530	1940	70
—	483	1000	Baldwin	VO 1000	B-B	72,480	241,610	1944	
—	484	1000	Baldwin	VO 1000	B-B	72,850	242,830	1944	
—	500-501	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	71
—	600-602	1750	GM-EMD	SD9	C-C	87,050	355,080	1957	
—	700A-701A	1500	BW	DR 4-4-1500	B-B	65,300	251,200	1949	72
—	700B-701B	1500	BW	DR 4-4-1500	B-B	63,775	255,100	1949	73
—	701-723	2000	BW	DT 6-6-2000	C-C	89,785	359,140	1948	44,74
—	726	2000	BW	DT 6-6-2000	C-C	89,500	358,000	1950	45
—	800-803	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
—	804-809	1500	Alco-GE	RS-2	B-B	62,050	248,200	1949	
—	903-925	2000	BW	DT-6-6-2000	C-C	87,520	356,910	1948	44

Illinois Northern Railroad

—	29-31	1000	Alco-GE	S4	B-B	56,955	227,820	1950	
—	32-34	1000	Alco-GE	S4	B-B	57,425	229,700	1951	

Illinois Terminal Railroad

ES 8	801	800	GM-EMD	SW8	B-B	57,500	230,000	1950	76
AS 10	1001-1004	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
AS 10	1005-1006	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
AS 10a	1007-1012	1000	Alco-GE	S2	B-B	69,000	230,000	1950	75
ARS 10	1051-1053	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	77
ARS 10a	1054	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
ARS 10a	1055-1056	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
ES 12	1201-1212	1200	GM-EMD	SW1200	B-B	72,020	248,080	1955	78
ERS 15	1501-1502	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	79
ERS 15a	1503-1504	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	79
ERS 15b	1505-1506	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	79
EF 15	1507	1500	GM-EMD	F7B	B-B	60,150	240,600	1949	80
EF 15a	1508	1500	GM-EMD	F7B	B-B	58,295	233,179	1950	80

Illinois Short Lines Notes

Rosters based on data from officials of CRI&P, CB&Q, MP, Manufacturers Ry., KCS, IT, CWP&S, CUS, CSS&SB, NYC, CPT, Luntz Iron & Steel, USY&T, TRRA, P&PU, BRC, C&IM, C&WI, and CSL. It is accurate as of the third quarter, 1967. For the purpose of our rosters, a shortline railroad is defined as a common carrier listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which had a route mileage less than 400.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; GEIR, General Electric-Ingersoll Rand; BW, Baldwin-Westinghouse; Alco Pr., Alco Products; LH, Lima-Hamilton; GE, General Electric; WH, Westinghouse; FRH, Fate Root-Heath; BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM, Fairbanks-Morse.

(1) These units upgraded to 1600 hp.

(2) A&S 46-49 were originally Union RR. 604, 606, 609, then A&S 46-49.

(3) A&S 50 was originally Youngstown & Northern 231, then A&S 50.

(4) A&S 51-54 were originally Union RR. 612, 607, 610, 611, then A&S 51-54.

(5) B&OCT 8416-8421 were originally 216-221, class DS-3E.

(6) B&OCT 9509-9511 were originally 409-441, class DS-4E.

(7) B&OCT 9600-9607 were originally 590-597, class DS-17EC.

(8) BRC 300, 302 scrapped 6/21/58. BRC 303 scrapped 1/12/60.

(9) BRC 301 was sold to Illinois Central 2/48, used for spare parts. Scrapped by IC 5/50.

(10) BRC 304, 306 were sold to Precision Engineering 5/25/65.

(11) BRC 401, 402, 405 traded to GM-EMD 3/19/63, 6/4/63, 5/9/63 for 524-526. Nos. 401-402, 405 were purchased by C&WI for BRC.

(12) BRC 450 scrapped 3/21/66. BRC 456-458 scrapped 1/28/65, 1/27/66, 1/27/66.

(13) BRC 500A, B-501A, B upgraded to 2400 hp.

(14) BRC 474 scrapped 12/19/66.

(15) C&WI 250 sold 3/59 to Purdy Co., then to Acme Newport Steel Co. 251 sold 6/59 to Purdy Co., then to Roscoe, Snyder & Pacific, renumbered 300.

(16) CHTT 104-105 sold to Joliet Ry. Equipment.

(17) CHTT 227-230, 242 are stenciled Chicago & Eastern Illinois. 229 was rebuilt in 1959 to GP9M. No. 229 was traded to GM-EMD for 242.

(18) CR&I 8406-8407 (1st) sold to Columbus Iron & Metal Co. for scrap. 8408-8411 (1st) sold to Luntz Iron & Steel Co. for scrap.

(19) CR&I 8400, 8403 were originally New York Central 574, 577, class DES-5a, then CR&I 574, 577, then CR&I 8400, 8403.

(20) CR&I 8406 was originally NYC 580, class DES-5d, then CR&I 611, then CR&I 8437.

(21) CR&I 8420, 8430 were originally NYC 594, 604, class DES-5c, then CR&I 594, 604, then CR&I 8420, 8430.

(22) CR&I 8437 was originally NYC 611, class DES-5d, then CR&I 611, thenCR&I 8437.

(23) CR&I 8444 was originally NYC 618, class DES-5e, then CR&I 618, then CR&I 8444.

(24) CR&I 8453, 8459 were originally NYC 655, 661, class DES-6b, then CR&I 655, 661, then CR&I 8453, 8459.

(25) CR&I 8481 was originally NYC 684, class DES-5d, then CR&I 684, then CR&I 8481.

(26) CR&I 8498 was originally NYC 702, class DES-6g, then CR&I 702, then CR&I 8498.

(27) CR&I 8836-8841 were originally NYC 8836-8841, class DES-16b, then CR&I 8836-8841.

(28) DR&I 9800-9803, 9805-9807, 9810-9816 were sold to Marco Iron & Supply Co. for scrap. 9804, 9809, 9808, 9817-9820 were scrapped.

(29) CSL 24-25 were originally Duluth, Missabe & Iron Range 24-25, then CSL 24-25.

(30) CSL 26-27 were originally Mississippi Central 208, 204, then CSL 26-27.

(31) CSL 201 was sold to Garden City Western, renumbered 202.

(32) CSL 601 was originally Bamberger Railroad 601, then CSL 601.

(33) CSS&SB 601 was originally Buffalo Creek 42, then CSS&SB 601.

(34) CSS&SB 701-706 were rebuilt from NYC 308, 314, 303, 343, 340, 341. Originally numbered NYC 1208, 1214, 1203, 1243, 1240, 1241, class R-2. NYC 318, 334, 335, 342, which were originally numbered NYC 1218, 1234, 1235, 1242, are still on CSS&SB property unrebuilt.

(35) CSS&SB 801-803 were originally built for Russia but not delivered.

(36) CSS&SB 900-903 were originally IC 10000-10003, then CSS&SB 900-903. Have been scrapped.

(37) CSS&SB 1010-1014 scrapped.

(38) CWP&S 40-41 no longer on roster.

(39) CWP&S 42 rebuilt by GM-EMD in 1967.

(40) CWP&S 43-48 are shown as owned by International Harvester.

(41) CWP&S 49-50 were originally Detroit, Toledo & Ironton 910-911, then CWP&S 49-50, purchased 1961.

(42) CWP&S 51 was originally Miss. Central 210, then CWP&S 51. The IC also claims to own ex-Miss. Central 210.

(43) EJ&E 100 scrapped 11/30/61.

(44) EJ&E 100-117 were rebuilt, renumbered 701-702, 903, 704, 705, 906, 707, 708, 909-910, 711, 912-916, 717. No. 118 was sold to Industrial Maintainance Service 12/66. Nos. 119-125 were rebuilt, renumbered 919-921, 722-723, 924-925.

*Precision Drawing Instrument Set, Professional Drafting Board Outfit & Fingertip Tilting Drafting Table are given to you with your complete North American Course in Drafting.

APPROVED FOR VETERANS

Coast-to-Coast Shortage of Trained Draftsmen Opens Thousands Big Salary Jobs for Beginners!

Now you can take your pick of thousands of big salary jobs open to Draftsmen (see "help wanted" sections of metropolitan newspapers). Huge nationwide demand... U.S. Dept. of Labor reports "42% more Draftsmen needed in next 10 years—not enough applicants to fill drafting jobs available now!" Our easy "Quick-Learn" Method has helped hundreds toward good income, security and prestige as Draftsmen. Why not you?

YOU NEED NO DRAWING SKILL... NO TECHNICAL ABILITY

NASD's staff of Professional Draftsmen guide you step-by-step. With our spare time home-study plan you work on actual projects. Makes learning fun—easy to remember, too. Many graduates have succeeded with only grade school training. Others report good earnings drafting part time while still learning!

...when you train at home with NASD for a

HIGH PAY JOB IN DRAFTING!

Earns $820 Month!
"My first position after completing your course jumped my income from $350 to $820 per month."—G. W., Tenn.

Big Promotion!
I was promoted from the production line ahead of 4 others and got a good pay raise."—W. A., Wisc.

RUSH COUPON FOR FREE KIT...

Mail coupon today for **FREE "DRAFTING CAREER KIT," Sample Lesson,** Drafting **Aptitude Test** including intriguing new **5-Way Drafting Instrument** & 20-page **Book** "Your Future in Drafting"—jam-packed with revealing facts on your opportunities to win top pay and job security in Drafting. No salesman will call. Everything sent FREE and WITHOUT OBLIGATION. Write today!

North American School of Drafting Dept. 4043
4500 Campus Dr., University Plaza, Newport, Calif. 92660
Rush **"DRAFTING CAREER KIT"**, including **Book, Sample Lesson, Aptitude Test & Drafting Instrument—ALL FREE!** *No salesman will call.* G.I. Approved.

NAME_____ AGE_____
ADDRESS_____
CITY_____ STATE_____ ZIP_____
A home-study program in association with Cleveland Engineering Inst.

Indiana Harbor Belt Railroad

ES-10m	8715-8718	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	81
ES-10m	8719-8739	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	82
ES-10m	8774-8789	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	83
ES-10m	8790-8802	1000	GM-EMD	NW2	B-B	61,625	246,500	1949	84
ES-10m	8811-8834	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	85
ES-12m	8835	1200	GM-EMD	SW7	B-B	61,800	247,200	1949	86
ES-12	8836-8850	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	87
ES-12m	8856-8863	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	88
ES-12	8864-8879	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	88
ES-12m	9002-9008	1200	GM-EMD	SW9	B-B	61,600	246,400	1953	89
ES-15m	9200-9207	1500	GM-EMD	SW1500	B-B	62,410	249,650	1966	
ES-15m	9208-9215	1500	GM-EMD	SW1500	B-B	61,750	247,010	1967	

Jerseyville & Eastern Railroad

Owns two units, the specifications of which are unknown to us.

Joliet Union Depot (owns no locomotives)

La Salle & Bureau County Railroad (all-time roster)

—	1 (Hegelers Bull)	—	Baldwin	—	0-6-0	?	90,000	1890	90
—	2	—	Baldwin	—	0-6-0	?	184,000	1918	90
—	3	—	Baldwin	—	2-8-0	?	190,000	1923	90,91
—	4	—	Baldwin	—	0-8-0	?	180,000	1926	90,92
—	5	?	FRH	?	B-B	35,000	140,000	1945	90
—	6	660	Baldwin	VO 660	B-B	50,000	200,000	1946	
—	7	500	GE	80-ton	B-B	40,000	160,000	1941	93
—	8	800	BLHW	S8	B-B	57,500	230,000	1951	

Manufacturers Railway

—	201-203	1000	Alco-GE	HH 1000	B-B	59,700	238,800	1940	94
—	204	1000	Alco-GE	S2	B-B	69,000	230,000	1940	
—	205-206	1000	Alco-GE	S2	B-B	69,000	230,000	1941	
—	207	1000	Alco-GE	S2	B-B	69,000	230,000	1942	
—	208	1000	Alco-GE	S2	B-B	69,000	230,000	1944	
—	209	1000	Alco-GE	S2	B-B	69,000	230,000	1945	
—	210	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	211	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	212	1000	Alco-GE	S4	B-B	69,000	230,000	1951	

Manfacturers Junction Railway

—	6	600	GM-EMD	SW1	B-B	?	?	1947	
—	7	600	GM-EMD	SW1	B-B	?	?	1949	99

Missouri-Illinois Railroad

—	1028	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	99
—	1064	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	100
—	1065	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	101

(45) EJ&E 126 was originally Baldwin demonstrator 2001, then EJ&E 126, then rebuilt, renumbered 726.

(46) EJ&E 200 was sold to Witte Gravel Co. (or Rapides Gravel Co.) 7/1/55. Nos. 201, 204 were sold to Whisler Equipment Co. 10/13/59. Nos. 202-203 were rebuilt to hump trailers T-3 and T-4 7/54 and 1/57. No. 205 was sold to Cuyahoga Valley, renumbered 600, 12/1/55. Traded to GM-EMD for new CV power 12/66.

(47) EJ&E 206 was sold to South Shore RR. 8/13/55. No. 207 was sold to Georgia & Florida 4/25/55, renumbered 73. Scrapped 3/64. No. 208 was sold to South Shore 6/10/55.

(48) EJ&E 209 was sold to Inland Steel 10/1/47, renumbered 74, then sold to Lipsett Steel, 4/60, and scrapped.

(49) EJ&E 210-211 were sold to General Standard Co. 4/5/63. No. 212 sold to Bran Back Equipment Co.

(50) EJ&E 213 was traded to GM-EMD for new power 2/21/67. No. 214 sold to Pullman-Standard 4/65.

(51) EJ&E 215 sold to Geo. R. Silcott 4/24/63.

(52) EJ&E 216 sold to Chrome Crankshaft Co. 217 traded to GM-EMD for new power 2/21/67.

(53) EJ&E 223 was traded to Industrial Maintenance Service through Whisler Equip. for EJ&E 408 (2nd) 2/18/63.

(54) EJ&E 225 was sold to Northern Indiana Public Service 7/10/64, renumbered MF-26. No. 229 was traded to Industrial Maintenance through Whisler Equip. for EJ&E 408 (2nd) 1/30/63. No. 230 was sold to Material Service 6/28/67.

(55) EJ&E 231, 233 were sold to Great Western Ry. 7/2/59, renumbered 62-63. No. 232 was sold to Northern Indiana Dock 3/27/67. No. 234 was sold to Duluth & Northeastern 12/4/63, renumbered 32. No. 235 was sold to Whisler Equip. 10/1/59. No. 237 sold to American Sheet & Tin Mill 8/18/67.

(56) EJ&E 238-239 were sold to West India Fruit & Steamship Co. 7/22/59. No. 240 was sold to Fernwood, Columbia & Gulf 6/11/59, renumbered 600. No. 241 was sold to D&NE 1/9/64, renumbered 33. No. 245 was sold to D&NE 12/4/63, renumbered 31. No. 246 sold to American Sheet & Tin Mill 8/18/67.

(57) EJ&E 271 was sold to Iron & Steel Prod 5/9/55. No. 272 was sold to Baltimore & Ohio 5/4/55, renumbered 375, classed DS-21B, then renumbered B&O 8200, reclassed SB-1. No longer on active roster.

—	1066	1600	Alco-GE	RS-3	B-B	60,360	241,440	1955	101
—	1067	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	101
—	1069-1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101
—	1072-1073	1600	Alco-GE	RS-3	B-B	60,360	241,440	1954	101
—	1079,1081	1600	Alco-GE	RS-3	B-B	60,360	241,440	1955	101
—	1091	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101
—	1092	1600	Alco-GE	RS-3	B-B	60,360	241,440	1955	101
—	1093	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	101
	1095	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101

Paducah & Illinois Railroad (owns no locomotives)

Peoria & Eastern Railway

ERS-15	5612-5623	1500	GM-EMD	GP7	B-B	61,550	246,200	1950	102
ERS-15	5624-5625	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	103
ES-12	8904-8910	1200	GM-EMD	SW7	B-B	61,850	247,400	1950	104

Peoria & Pekin Union Railway

D-1	100	600	Alco	HH 600	B-B	?	?	1936	105
D-3	300	1000	Alco-GE	S2	B-B	69,570	231,900	1941	106
D-3	301	1000	Alco-GE	S2	B-B	69,330	231,100	1942	106
D-4	400-401	1000	GM-EMD	NW2	B-B	61,835	247,340	1947	
D-4	402-403	1000	GM-EMD	NW2	B-B	61,785	247,140	1948	
D-4	404-405	1000	GM-EMD	NW2	B-B	61,607	246,440	1949	
D-4-A	406-407	1200	GM-EMD	SW7	B-B	61,600	246,400	1950	
D-4-A	408-410	1200	GM-EMD	SW7	B-B	61,550	246,200	1950	
D-4-A	411-412	1200	GM-EMD	SW9	B-B	61,632	246,530	1951	
D-5	500	1200	GM-EMD	SW1200	B-B	?	?	1965	

Peoria Terminal

S-50	510	600	GM-EMC	SW	B-B	50,000	200,000	1937	107

Terminal Railroad Association of St. Louis

E-6	501-504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	108
E-6	505-508	600	GM-EMD	SW1	B-B	49,950	197,300	1947	108
A-6	521-522	660	Alco-GE	S1	B-B	59,688	198,960	1941	109
A-6	523-524	660	Alco-GE	S1	B-B	49,755	199,020	1941	109
B-6	531-532	660	Baldwin	VO 660	B-B	61,194	203,980	1940	110
B-6	533-534	660	Baldwin	VO 660	B-B	49,256	197,520	1942	110
E-10	551-552	1000	GM-EMD	NW2	B-B	62,625	250,500	1940	111
E-10	553-555	1000	GM-EMD	NW2	B-B	62,588	250,350	1941	111
E-10	556-557	1000	GM-EMD	NW2	B-B	61,925	247,700	1943	111
E-10	558-563	1000	GM-EMD	NW2	B-B	62,285	249,140	1947	111
E-10	564-567	1000	GM-EMD	NW2	B-B	62,135	248,540	1940	111
A-10	569-570	1000	Alco-GE	S2	B-B	58,425	230,700	1949	112
A-10	571-573	1000	Alco-GE	S2	B-B	58,225	232,900	1941	112
A-10	574-578	1000	Alco-GE	S2	B-B	57,985	231,900	1942	112
A-10	579-588	1000	Alco-GE	S2	B-B	57,675	230,700	1944	112
A-10	589-590	1000	Alco-GE	S2	B-B	57,750	231,000	1949	112
B-10	591-592	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941	113
B-10	593-595	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941-2	113
B-10	596	1000	Baldwin	VO 1000	B-B	70,878	236,260	1942	113
B-10	597-598	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	113
B-10	599-601	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	113
B-10	602-603	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	113
F-10	700-701	1000	FM	ALT 100.6A	B-B	60,500	242,000	1947	114
F-10	702-703	1000	FM	ALT 100.6A	B-B	61,465	245,860	1949	114
L-12	1200-1205	1200	LH	yard sw.	B-B	62,625	250,500	1951	115
E-12	1206-1218	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	116
E-12	1219-1226	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	116
E-12	1227-1233	1200	GM-EMD	SW1200	B-B	62,700	250,800	1964	117
E-12	1234-1243	1200	GM-EMD	SW1200	B-B	62,700	250,800	1965	118
B-12	1250-1253	1200	BLHW	S-12	B-B	59,750	239,000	1952	119
E-15	1501-1505	1500	GM-EMD	SW1500	B-B	63,075	252,300	1967	
A-16	1600-1603	1600	Alco-GE	RS-3	B-B	61,825	247,300	1950	120

Toledo, Peoria & Western Railroad

—	100-101	1500	GM-EMD	F3A	B-B	58,120	232,500	1947	121
—	102-103	1500	GM-EMD	GP7	B-B	60,100	240,800	1952	
—	200	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
—	201	1500	Alco-GE	RS-2	B-B	57,500	230,000	1948	
—	202-203	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
—	204-205	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
—	206	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
—	207	1500	Alco-GE	RS-3	B-B	57,250	229,000	1950	
—	300	1000	LH	yard sw.	B-B	59,300	237,200	1949	122
—	301	1000	LH	yard sw.	B-B	61,788	247,150	1949	123
—	302	1000	LH	yard sw.	B-B	59,778	239,100	1950	124
—	400-401	1800	Alco Pr.	RS-11	B-B	62,075	248,300	1958	
—	402	1800	Alco Pr.	RS-11	B-B	62,100	248,400	1959	
—	600	1800	GM-EMD	GP18	B-B	60,820	247,400	1961	121
—	700	2250	GM-EMD	GP30	B-B	59,670	247,080	1963	121
—	800-801	2400	Alco Pr.	DL-640A	B-B	64,375	257,500	1964	
—	900-902	2500	GM-EMD	GP35	B-B	62,390	260,970	1965	

Union Stock Yard and Transit (owns no locomotives)

(58) EJ&E 270 was converted to hump trailer T-5, 9/30/64.

(59) EJ&E 400 was sold to Georgia & Florida 4/25/55, renumbered 91. Scrapped 3/64. No. 401 was sold to Valdosta Southern 9/15/55, renumbered 955.

(60) EJ&E 402 (1st) was renumbered 450. It was traded to Youngstown & Northern 4/46 for Y&N 201, which became EJ&E 402 (2nd). EJ&E 450 was renumbered Y&N 217. Sold to C. J. Longenfelder & Sons 5/56.

(61) EJ&E 402 (2nd) was originally Y&N 201, then EJ&E 402 (2nd), then Phila., Bethlehem & New England 55 (7/6/55).

(62) EJ&E 405 was sold to D&NE 3/13/64, renumbered 34.

(63) EJ&E 408 (1st) was originally Y&N 202, then EJ&E 408 (1st) (4/46), then Marinette, Tomahawk & Western 408 (8/27/55), then Sabine River & Northern 408.

(64) EJ&E 408 (2nd) was originally U.S. Navy 1923, then EJ&E 408 (2nd) (1/1/63). It was acquired through Whisler Equip. in trade for EJ&E 223, 229.

(65) EJ&E 451 was traded to Y&N 4/46 for Y&N 202, which became EJ&E 408 (1st). EJ&E 451 became Y&N 218; sold to U.S. Steel 6/65. No. 452 sold to U.S. Steel 7/64, renumbered 74.

(66) EJ&E 453 sold to U.S. Steel 10/30/63, renumbered 69.

(67) EJ&E 454 sold to U.S. Steel 7/64, renumbered 75.

(68) EJ&E 455-457, 459-461 were sold to U.S. Steel 7/64, renumbered 70, 76-77, 72-73, 78. No. 458 sold to U.S. Steel 10/30/63, renumbered 68.

(70) EJ&E 482 sold to Minneapolis, Northfield & Southern 12/3/54, renumbered 12.

(71) EJ&E 500-501 were originally Bessemer & Lake Erie 401-402, then EJ&E 500-501 (3/56).

(72) EJ&E 700A-701A were originally Baldwin 6001A, 6001A1, then EJ&E 700A-701A (1/1/50), then B&O 847, 849, class DF-9 (3/11/55), then B&O 4200-4201, class FB-1. No longer on B&O roster. These were cab units.

(73) EJ&E 700B-701B were originally Baldwin 6001B, 6001B1, then EJ&E 700B-701B (1/1/50), then B&O 847X, 849X, class DF-9X (3/11/55), then B&O 5200-5201 class FB-1X. No longer on B&O roster. These were booster units.

(69) EJ&E 462 sold to U.S. Steel 7/64, renumbered 71.

(74) EJ&E 705 was traded to GM-EMD 2/21/67. No. 707 was sold to Industrial Maintenance Service 2/17/67. Nos. 708, 723 were sold to Joliet Ry. Equipment 12/30/66.

(75) IT 1001-1012 were originally 700-711.

(76) IT 801 was originally GM-EMD demonstrator 800, then IT 725, then IT 801.

(77) IT 1051-1056 were originally 751-756.

(78) IT 1201-1212 were originally 775-786. No. 1211 (as 785) was rebuilt.

(79) IT 1501-1506 were originally 1600-1605.

(80) IT 1507-1508 were originally Richmond, Fredericksburg & Potomac 1157, 1159, then Striegel Equipment 1157, 1159, then Precision Engineering 1157, 1159, then IT 1157, 1159, then IT 1507-1508.

(81) IHB 8715-8718 were formerly class DES-13c. No. 8715 was scrapped.

(82) IHB 8719-8739 were formerly class DES-13d.

(83) IHB 8774-8789 were formerly class DES-13g. No. 8777 was scrapped.

(84) IHB 8790-8802 were formerly class DES-13h. No. 8794-8796 were sold to NYC, not renumbered. 8797 was scrapped. 8798-8802 sold to NYC, not renumbered.

(85) IHB 8811-8834 were formerly class DES-13k. No. 8832 was scrapped.

(86) IHB 8835 was formerly class DES-16a.

(87) IHB 8836-8850 were formerly class DES-16b. Nos. 8836-8841 were sold to Chicago River & Indiana, not renumbered. 8842-8850 sold to NYC, not renumbered.

(88) IHB 8856-8879 were formerly class DES-16d. No. 8872-8874 sold to NYC, not renumbered.

(89) IHB 9002-9008 were formerly class DES-16r.

(90) LS&BC 1-5, 7 no longer on roster.

(91) LS&BC 3 formerly owned by Colo. Mid.

(92) LS&BC 4 was formerly owned by Chicago Junction.

(93) LS&BC 7 was originally Northeast Oklahoma 256, then LS&BC 7, then Ferguson & Edmondson Construction ?, then Eastern Gas & Fuel Assoc. 1.

(94) Manufacturers 201-203 were sold to Kansas City Southern, renumbered 1121-1123, then traded to GM-EMD for new KCS power 11/66.

(95) CSL 100 was sold to Youngstown Sheet & Tube in 1959, renumbered 100.

(96) CSL 101 sold to Bairstow Co. in 1964.

(97) CSL 102 sold to Dearborn Leasing in '64.

(98) CSL 200 sold to Union Tank Co. in 1962.

(99) MI 1028 was originally MI 51, then MI 1028.

(100) MI 1064 was originally MI 61, then MI 960. Upgraded to 1600 hp, then repowered with GM-EMD engine to 1200 hp, renumbered 1064. Weight and tractive effort shown as repowered.

(101) MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095 were originally MI 62, 73, 64, 66-67, 69-72, 68, 74, 63, 65, then MI 961, 972, 963, 965-966, 968-971, 967, 973, 962, 964. Then they were re-engined with GM-EMD motors to 1200 hp, renumbered MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095. Weight and tractive effort shown as repowered.

(102) P&E 5612-5623 were formerly class DRS-4c.

(103) P&E 5624-5625 were formerly class DRSP-4d.

(104) P&E 8904-8910 were formerly class DES-16g.

(105) P&PU 100 no longer on roster.

(106) P&PU 300-301 were sold.

(107) PT 510 was rebuilt by GM-EMD to SW900 renumbered in CRI&P 550-563, 900-914 series. No longer assigned to PT.

(108) TRRA class E-6 was formerly class D.

(109) TRRA class A-6 was formerly class D-1. TRRA 521-522 scrapped.

(110) TRRA class B-6 was formerly class D-2. TRRA 531-534 scrapped.

(111) TRRA class E-10 was formerly class D-3.

(112) TRRA class A-10 was formerly class D-4.

(113) TRRA class B-10 was formerly class D-5. TRRA 591-596 traded to GM-EMD for 1227-1233. Nos. 597-601 traded to GM-EMD for 1234-1243.

(114) TRRA class F-10 was formerly class D-6.

(115) TRRA class L-12 was formerly class D-7. TRRA 1200-1205 traded to GM-EMD for 1234-1243.

(116) TRRA class E-12 was formerly class D-9.

(117) TRRA 1227-1233 rebuilt from TRRA 591-596, 1200.

(118) TRRA 1234-1243 rebuilt from TRRA 597-601, 1201-1205.

(119) TRRA class B-12 was formerly class D-10.

(120) TRRA class A-16 was formerly class D-8. TRRA 1600-1603 sold to a railroad in Spain.

(121) TP&W 100-101 were originally EMD demonstrators 291A1, 291B1, an F3A and an F3B, then TP&W 100, 100B. No. 100B was rebuilt by TP&W to an F3A, renumbered 101. No. 100 traded to GM-EMD for 700. No. 101 traded to GM-EMD for 600.

(122) TP&W 300 was originally Lima-Hamilton demonstrator 1000, then TP&W 300, then sold to Lipsett Steel Co. in 1958, resold to the Nicholson Terminal & Docks, renumbered 16.

(123) TP&W 301 was sold to Acme Steel Co., renumbered LO-3, then scrapped.

(124) TP&W 302 was sold to H. Bairstow, then to Indian Hills & Iron Range, renumbered 302.

Pen Pals Wanted

Trevor Rankin. Runbrake St., Palmerston, Otago. South Island, New Zealand, seeks railroad tickets, books, and calendars.

"Uz" Ulrichssen, 31-75 29th St., Long Island City, N.Y. 11106, wants to hear from those interested in UP, SP, AT&SF, WP, LARys, PE, Key System, and Mun. Ry. of S.F.

Ellis Acker, Jr., 615 W. 40th St., Anniston, Ala. 36201, wants to hear from Southern Ry. fans.

Bobby Prewitt, R.R. 3, Berea, Ky. 40403.

Jack Ferry (21), 10041 S. Prairie Ave., Chicago, Ill. 60628

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley museums and models.

Armond Snide, RFD 2, Enosburg Falls, Vt. 05450, collects postcards.

Marilyn Brown, (19), 1323 5th St., Fairbury, Neb. 68352

Dee Anne McGhee, (15), 2111 E. Joseph, Spokane, Wash. 99207

Kathryn Monsen, (18), RR1, Box 521, Lake Geneva, Wis. 53147

Dorothy Clark, 6009 Alta Ave., Baltimore, Md. 21206

Audrey Black, (20), 2439 Jasper St., Philadelphia, Pa. 19125

Mrs. S. Bouchard, Box 616, Englehart, Ont., Canada

Judy Griffith, (16), Box 362, Harlowton, Mont. 59036.

Carl Asbury, (22), 6348 LaPlaisance Rd., LaSalle, Mich. 48145.

Barbara Buinley, (15), RFD 1, Box 113, Buckingham, Va. 23921.

SM Sgt. Malcom Jefferson, AF 13017150, Hq. 7th Air Force, Box 9266, APO San Francisco 93607.

Sylvia Gabler, (19), Slupsk, ul Kilingskiego nr. 18/3, Poland.

Mrs. Elizabeth MacDonald, (24), 6 Riverdale rd., Parry Sound, Ont., Canada.

Margaret Perrin, 2245 Case St., Batesville, Ark. 72501.

Bozena Lenarczyk, (18), Warszawa, ul. Marszalkowska 17/11, Poland.

Miss Elisa Payac, Elevado, Matalom, Leyte, Philippines—also Zacarias Galia and Dominador Galia, of same address.

Francise Bradshaw, (15), 22 Chapet St., Enderby, Leicester, England.

Clifford Dodson, (19), and sister Donnie, (16), 5203 Louisiana Ave., Nashville, Tenn. 37209.

Shirley Harris, (23), Box 185, Wheeler, Ind. 46393. ●

Coming Fantrips

Feb. 10-11: Winter Spectacular on East Broad Top. Trips with steam loco 12, gas-electric car M-1, and trolleys; tour EBT shops and roundhouse; night photo setup, etc. Dinners arranged. Several package deals. For details send self-addressed stamped envelope to Railways to Yesterday, Inc., 111 S. 13th St., Allentown, Pa. 18102.

Feb. 18: Mainline winter doubleheaded steam round trip of 350 miles, Penn Station, Newark, N.J., to Wilkes-Barre, Pa., via Pennsy, LV, CNJ, using ex-CPR Pacifics 1238, 1286, heavy 2% grades; possibly longest, most spectacular steam excursion in 25 yrs.; open-door bag. car, 50-yr. -old Monitor-roof coaches, obs. car. Movie run-bys in Lehigh Gorge, photo stops, 65 mph speeds. Fare from Newark and Plainfield, $14.95 (kids $9.75); from Easton and Bethlehem, $12.50 (kids $7.50). Write High Iron Co., P.O. Box 200, Lebanon, N.J. 08833.

Feb. 20-March 2: Long rail tour, San Francisco-New Orleans during Mardi Gras; side trips, etc.; $365. Write Rogers Tour & Travel Agency, 85 E. San Fernando St., San Jose, Calif. 96113.

March 1-3: "Ski Special" from Chicago to Iron Mountain, Mich., and return via Milwaukee Road. Other ski trips on regular trains, different dates. Package deals. Contact CMStP&P ticket agents or District Mgr., Pass. Sales, Union Station, Chicago, or Union Station, Milwaukee.

March 31: Round trip using train of ten RDC's (a record?), Pittsburgh-Meyersville, Pa. Lv. B & O station 9 a.m.; stops at McKeesport, West Newton, Connellsville; fare $10.75; dinner $1.50 extra if ordered with ticket. Write J. Edw. Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15233.

April 27-28: Annual Vermont Rail Week-end sponsored by Empire State Ry. Museum. New York to Springfield via New Haven RR., then via B&M to Bellows Falls, Vt. Steam loco will pull train over Green Mt. RR. to Rutland, Vt. Two visits to Steamtown. Passengers may board at Stamford, New Haven, Hartford, Springfield. Round trip from New York, $22.50, including admission to Steamtown. Overnight accommodations, meals extra. Write Empire State Ry. Museum, Inc., P.O. Box 459, Wall St. Sta., New York 10005.

New Eng. Div. of Railroad Enthusiasts sponsored 4 excursions: Feb. 24, Boston-North Conway via B&M; March 23, branch-hopping on New Haven RR.; May 4 Goffstown and Hillsboro B&M branches, both having covered bridges; May 25-26, 2 days on New Haven in Mass., R.I. Ct., N.Y. Roland Blodaett, P.O. Box 244, Malden, Mass. 02148, or Joe Lajoie, P.O. Box 3, Methuen, Mass. 01844. ●

INVEST NOW!

1 1/4 ACRES in MEADOW VALLEY RANCHOS in NEVADA

$1.00 DOWN
$10.00 MONTHLY
FULL PRICE $695

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

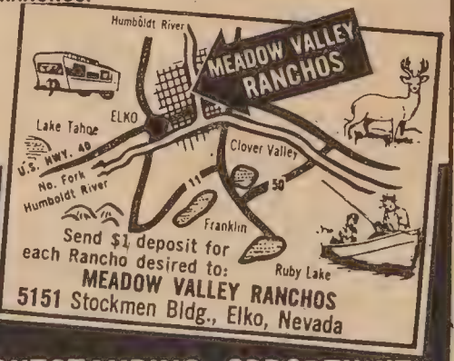
LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private recreation area.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

YOUR PROFITABLE TOMORROW — YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS?
The full price of the title to your 1¼ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



NOW! DON'T MISS THIS OUTSTANDING OPPORTUNITY

MEADOW VALLEY RANCHOS
5151 STOCKMEN BLDG., ELKO, NEVADA 89801

MAIL COUPON TODAY

Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me - $695 for each 1¼ acre parcel—payable $1 down and $10 a month. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 1¼ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos ____ Total enclosed $____

'Legal Loopholes' to Help You Escape From a Debt-Trap!

Get out of debt in 90 minutes, LEGALLY... without borrowing! Get the facts... at our risk! Facts so explosive, an international Credit firm tried to suppress them! Facts unavailable until now!

If you're in debt, there are several ways, all perfectly legal, to get out! When you know how, you can clearly determine the right course—and step-by-step, solve your money problems forever!

Now you can learn these PROVEN methods for getting out of debt! The obscure, but PERFECTLY LEGAL techniques that a Superior Court Judge described as "Solid advice! Written in terms that a layman can understand!"

LITTLE KNOWN FACTS! Facts that helped a 39-year-old man with a large family, who was out of a job, hopelessly in debt, and lived in an old, rented house. Now, he's satisfied his creditors, bought a luxurious home, 2 cars and a boat!

Facts that helped an engineer salvage $6,000 from bankruptcy. Showed him how to invest part of his savings—and pyramid his investment to a potential net worth of $200,000!

Find out how to:
- Protect what you have!
- Pay what you can!
- Stop bill collectors from pushing you around!

These are the facts that shady collection agencies, greedy finance companies, unscrupulous car dealers and other shysters hope you won't find out!

KNOW YOUR LEGAL RIGHTS! How to pay off debts—on your terms! Force creditors to accept a settlement of a few cents for every dollar you owe! How to make yourself judgment and attachment-proof!

Protect your home, car, salary, and possessions from foreclosure, eviction, repossession or garnishment!

How and where to get FREE legal advice! How and where to borrow money at "wholesale" rates! Why not owing ENOUGH money can be worse than owing too much!

Where you can legally deposit your savings so they're safe—even if you go bankrupt!

Why there are certain old bills you'd better not pay or even acknowledge! How information you innocently omit from a credit application can put you in jail and make it impossible for you to get out of debt... ever! How the Government will help protect you against tricky creditors!

THE TRUTH ABOUT BANKRUPTCY! What it can do to improve your credit rating! Why it's foolish to transfer title or hide assets... if you know what you're doing, you can keep up to $65,000—legally! The expert advice and forms you'll need!

AMAZING 10 DAY FREE TRIAL! Read this remarkable book at our risk!

See if you agree that it contains startling facts that will help you GET OUT OF DEBT, STAY OUT OF DEBT AND HAVE MORE MONEY TO SPEND! If not, just return it within 10 days for a quick and unquestioned refund!

FINANCIAL PUBLISHERS,
7551 Melrose Avenue, Dept. 5151
Los Angeles, California 90046

Please rush me your book about the fastest, cheapest way to solve my money problems! I enclose $3.95 with the clear understanding that I have a 10-day money-back guarantee!

Name_____

Address_____

City & State_____ Zip_____

Help Save a Climax

Aid in restoring a 70-ton Climax loco, built in 1919, is sought by Robert L. Johnson, Rte. 1, Box 265, Rossville, Ga., 30741. The Climax, formerly No. 6 of the Middle Fork RR., Ellamore, W. Va., where she was in use until 1959, is now owned by Whistles in the Woods, Inc., a museum of steam logging, stationary, and traction engines as well as locomotives. This Georgia group hopes to have the loco restored and operating by 1970. It is possible she may run again on the Middle Fork RR., which suspended steam operation last June. Among parts being sought are a bell, builder's plates, and a Radley-Hunter smokestack. Anyone who can help should write directly to Bob, who also wants builder's plates and number plates from other Climax and Shay locos, and photos and data on logging railroads in the East and South.

This worthwhile project should interest many steam fans, not only in the South but elsewhere as well.

"The Middle Fork, operating between Ellamore and Cassity, W. Va.," writes Bob, "was unique in that no rod locomotives ever worked the line; all logging and coal-handling operations were powered by six Climaxes, of which No. 6 is both the largest and the only 3-truck Climax the company ever had; and a 3-truck Heisler, No. 7, presently on display in Washington, N.C. A pair of Baldwin diesels and a Whitcomb diesel took over the coal-hauling chores when the Middle Fork abandoned steam. At present, No. 6 stands on a sidetrack awaiting a decision either to move or refurbish her there, the latter choice being considered because she might again run on the Middle Fork for steam fans and tourists."

Illinois Central photograph

Servicing Illinois Central No. 9102, a 1,750 hp GP-9 built in 1955.

ILLINOIS CENTRAL RAILROAD

Present-day locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Current Switchers								
201-203, 205-207, 209-210	1200	GM-EMD	SW9	B-B	61,500	246,000	1953	13
400-409 (2nd)	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	1
410-429	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	1
430-464	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	1
465-484	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	1
600-605	600	GM-EMC	SW1	B-B	50,250	201,000	1939-40	2
606-615	600	GM-EMD	SW1	B-B	49,000	196,000	1946	2
616-617	600	GM-EMD	SW1	B-B	49,000	196,000	1951	2
701	1500	Alco-GE	RS-2	B-B	62,125	248,500	1949	3
702-703	1600	Alco-GE	RS-2	B-B	61,625	246,500	1947	4
800-801	800	GM-EMD	SW8	B-B	57,500	230,000	1952	5
802	800	GM-EMD	SW8	B-B	57,500	230,000	1953	6
1000	1000	GM-EMC	NW2	B-B	62,500	250,000	1939	7
1001	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	7
1002	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	7
1003-1006	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	7
1007-1016	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	7
1026A,B-1027A,B	2000	GM-EMD	TR	(B-B)x(B-B)	123,500	494,000	1940	8
1028A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,500	494,000	1945	9
1029A,B-1030A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,500	494,000	1949	9
1075	1000	GM-EMD	TR A	B-B	62,000	248,000	1940	10
1200-1209	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	11
1210-1219	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	11
1220-1234	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	11
1235	1200	GM-EMD	TR B	B-B	62,000	248,000	1940	10
1350A,B-1351A,B	2700	GM-EMD	TR1	(B-B)x(B-B)	108,000	423,000	1941	12

Illinois Central "cow and calf" units 9204A and 9204B. Each has its own diesel engines and traction motors, providing a total of 2,000 hp. Units are semi-permanently coupled, are used in heavy switching service. (See *Information Booth* item 4)

Illinois Central photograph

Switchers Before Renumbering

9000	600	AGEIR	——	B-B	54,000	216,000	1929	14
9001-9005	600	AGEIR	——	B-B	54,000	216,000	1930	14
9006-9013	600	Alco	HH 600	B-B	?	?	1935	14
9014-9020	600	GM-EMC	SW1	B-B	50,250	201,000	1939-40	2
9021-9030	600	GM-EMD	SW1	B-B	49,000	196,000	1946	2
9031-9032	600	GM-EMD	SW1	B-B	49,000	196,000	1951	2
9150	1000	GM-EMC	NW2	B-B	62,500	250,000	1939	7
9151	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	7
9152	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	7
9153-9156	1000	GM-EMD	NW2	B-B	62,500	250,000	1941	7
9157-9166	1000	GM-EMD	NW2	B-B	62,125	248,500	1945	7
9200	1800	GEIR	——	C-C	86,500	346,000	1936	14
9201	2000	GEBS	——	C-C	85,500	342,000	1936	14
9202	1800	St. L.-GM-EMC	T	B-B-B-B	?	?	1936	14
9203A,B-9204A,B	2000	GM-EMD	TR	(B-B)x(B-B)	123,500	494,000	1940	8
9205A,B	2000	GM-EMD	TR	(B-B)x(B-B)	123,500	494,000	1940	10
9206A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,500	494,000	1945	9
9207A,B-9208A,B	2000	GM-EMD	TR2	(B-B)x(B-B)	123,500	494,000	1949	9
9250A,B-9251A,B	2700	GM-EMD	TR1	(B-B)x(B-B)	108,000	432,000	1941	12
9275	380	GE	44 ton	B-B	22,000	88,000	1947	15
9300-9309	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	11
9310-9319	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	11
9320-9334	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	11
9335	1000	GM-EMD	TR A	B-B	62,000	248,000	1940	10
9375	1200	GM-EMD	TR B	B-B	62,000	248,000	1940	10
9400-9409	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	1
9410-9429	1200	GM-EMD	SW7	B-B	62,000	248,000	1950	1
9430-9464	1200	GM-EMD	SW9	B-B	62,000	248,000	1951	1
9465-9484	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	1

Passenger Units

121	1200	GM-EMD	AB	B-B	52,125	208,500	1936	14
4000A	2000	GM-EMC	E6A	A1A-A1A	54,000	216,000	1940	16
4001A,B-4002A,B	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1941	16
4000 (1st)	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1940	16
4000 (2nd)	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1947	17
4001-4004 (1st)	2000	GM-EMD	E6A	A1A-A1A	54,000	216,000	1941	16
4004 (2nd)	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1947	17
4005-4015	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1946	18
4016-4017	2000	GM-EMD	E7A	A1A-A1A	54,000	216,000	1948	
4018-4021	2250	GM-EMD	E8A	A1A-A1A	54,375	217,500	1950	
4022-4025	2250	GM-EMD	E8A	A1A-A1A	55,625	222,500	1951	
4026-4031	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1952	
4032-4033	2250	GM-EMD	E8A	A1A-A1A	55,125	220,500	1953	
4034-4035	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	
4036	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1954	16
4037-4038	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956	18
4039-4040	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1956-7	18
4041-4042	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1957-8	18
4043	2400	GM-EMD	E9A	A1A-A1A	56,000	224,000	1961	16
4100-4102	2000	GM-EMD	E7B	A1A-A1A	52,125	208,500	1946	18
4103	2000	GM-EMD	E7B	A1A-A1A	52,125	208,500	1948	18
4104-4105	2250	GM-EMD	E8B	A1A-A1A	53,875	215,500	1952	
4106-4107	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1956	18
4108-4109	2400	GM-EMD	E9B	A1A-A1A	54,500	218,000	1957	18

Road Switchers

3000-3039	3000	GM-EMD	GP40	B-B	65,125	260,500	1966	
3040-3059	3000	GM-EMD	GP40	B-B	65,125	260,500	1967	
5000-5005	3000	GM-EMD	U30B	B-B	67,750	271,000	1967	
8800	1500	GE	GP7	B-B	63,000	252,000	1952	
8801	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	
8850-8851	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
8900	1500	GM-EMD	GP7	B-B	63,000	252,000	1950	
8901	1500	GM-EMD	GP7	B-B	63,000	252,000	1951	
8902-8905	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	
8906-8911	1500	GM-EMD	GP7	B-B	63,000	252,000	1953	
8950	1500	GM-EMD	GP7	B-B	61,375	245,500	1950	
8951-8952	1500	GM-EMD	GP7	B-B	61,375	245,500	1951	19
8953-8957	1500	GM-EMD	GP7	B-B	61,375	245,500	1952	
8958-8967	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	
8968-8981	1500	GM-EMD	GP7	B-B	61,625	246,500	1953	
9000-9041	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	
9042-9047	1750	GM-EMD	GP9	B-B	64,000	256,000	1954	
9048-9067	1750	GM-EMD	GP9	B-B	61,625	246,500	1954	
9068-9102	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	
9103-9117	1750	GM-EMD	GP9	B-B	61,625	246,500	1955	
9118-9187	1750	GM-EMD	GP9	B-B	61,625	246,500	1955-6	
9188-9199	1750	GM-EMD	GP9	B-B	61,625	246,500	1956-7	
9200-9219	1750	GM-EMD	GP9	B-B	64,000	256,000	1957	
9220-9257	1750	GM-EMD	GP9	B-B	61,625	246,500	1957	
9300-9369	1750	GM-EMD	GP9	B-B	61,500	246,500	1957-8	
9370-9389	1750	GM-EMD	GP9	B-B	61,500	246,000	1958-9	
9400-9414	1800	GM-EMD	GP18	B-B	61,500	246,000	1960	
9415-9428	1800	GM-EMD	GP18	B-B	61,500	246,000	1963	
9429-9440	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	
9441	1800	GM-EMD	GP28	B-B	61,500	246,000	1964	20

Illinois Central Roster Notes

Roster, based on data from IC's manager of Mechanical Dept., M&B's master mechanic, and terminal mgr. of Ramsay, Scarlett & Co., is accurate as of Sept. 30, 1967.

Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; Alco-GE, American Locomotive Co.-General Electric; AGEIR, Alco-GE-Ingersoll Rand; Alco, American Locomotive Co.; GEIR, General Electric-Ingersoll Rand; GEBS, General Electric-Busch Sulzer; St. L.-GM-EMC, St. Louis Car Co.-General Motors-Electro Motive Corp.; GE, General Electric.

(1) 400-484 were originally 9400-9484.

(2) 600-617 were originally 9014-9016, 9018-9032. No. 9017 was converted to booster unit BU-1. No. 616 sold to Olin-Mathieson.

(3) 701 was originally St. Louis & Belleville Electric Ry. 700, then Peabody Short Line 701, then IC 701. Traded to GM-EMD in 1967 for GP40's.

(4) 702-703 were originally Union RR. 602-603, then Peabody Short Line 702-703, then IC 702-703. Upgraded from 1500 hp to 1600 hp. Traded to GM-EMD for GP40's in 1967.

(5) 800-801 were originally Tremont & Gulf 75, 77, then IC 800-801.

(6) 802 was originally South Shore 12, then Louisiana Midland 12, then IC 802.

(7) 1000-1016 were originally 9150-9166.

(8) 1026A,B-1027A,B were originally 9203A,B-9204A,B.

(9) 1028A,B-1030A,B were originally 9206A,B-9208A,B. Nos. 1028A,B, 1030A,B were traded to GM-EMD for GP40's.

(10) 9205A was rebuilt as single unit, renumbered 9335, then 1075. No. 9205B was rebuilt as single unit, converted from 1000 hp to 1200 hp. Renumbered 9375, then 1235.

(11) 1200-1234 were originally 9300-9334.

(12) 1350A,B-1351A,B were originally 9250A,B-9251A,B. Traded to GM-EMD for GP40's.

(13) 201-203, 205-207, 209-210 were originally Mississippi Central 201-203, 205-207, 209-210, and are still identified as such. The Chicago, West Pullman & Southern also claims to own 210.

(14) These have been scrapped.

(15) 9275 was renumbered 400 (1st), then 200 (1st). Sold to the Ormet Corp., renumbered Burnside Bulk Terminal 110.

(16) 4000A was renumbered 4000 (1st). Destroyed in wreck. 4001A,B-4002A,B were renumbered 4001-4004 (1st). No. 4002 was traded to GM-EMD for 4043. No. 4004 (1st) was traded to GM-EMD for 4036.

(17) 4000 (2nd) was renumbered 4004 (2nd).

(18) 4005, 4008, 4010-4011, 4013-4014, 4100-4103 were traded to GM-EMD for 4037-4042, 4106-4109.

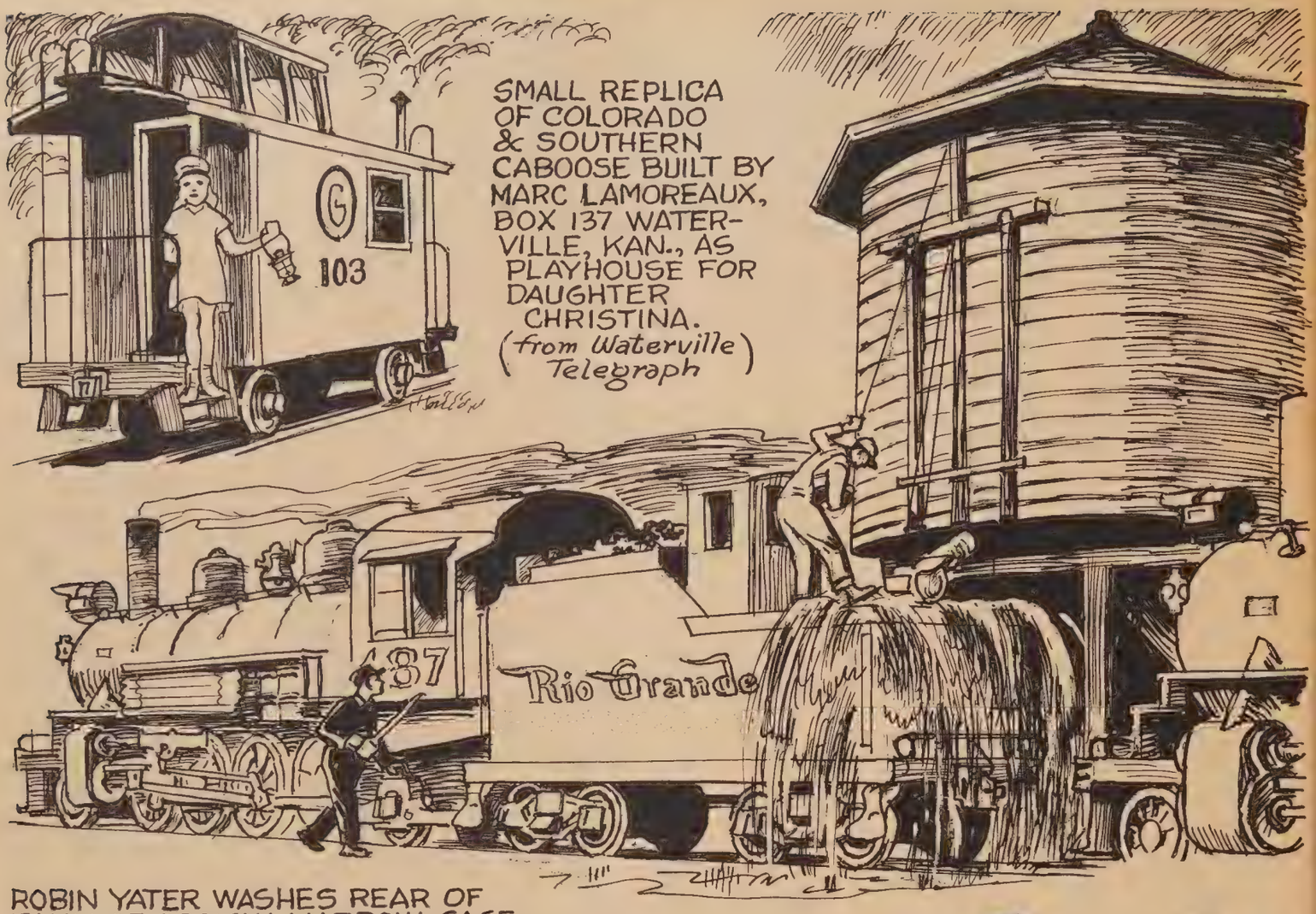
(19) 8951 was sold to Meridian & Bigbee, renumbered 103.

(20) 9441 was originally Mississippi Central 211.

(21) The IC has begun a major rebuilding program, in kind. When a locomotive is so rebuilt, its specifications don't change but it is renumbered. The 1200's are beng renumbered 200's, with the last two digits alike in both series. So far, 1200 has been rebuilt to 200 (2nd), and Louisiana Midland 10 has been rebuilt to 236 (it would have been numbered 1236). The 400's are being renumbered 300's, with the last two digits the same. 425 and 479 have been rebuilt to 325 and 379. The 8800's and 8900's are being renumbered 7800's and 7900's, with the last 3 digits the same. So far, 8960 has been rebuilt to 7960. The 9000's are being rebuilt to 8000's, with the last 3 digits the same. So far, 9025, 9038, 9052, 9082, 9109 have been rebuilt to 8025, 8038, 8052, 8082, 8109. The 4000's ae being rebuilt to 2000's. So far, 4030 has been rebuilt to 2022.

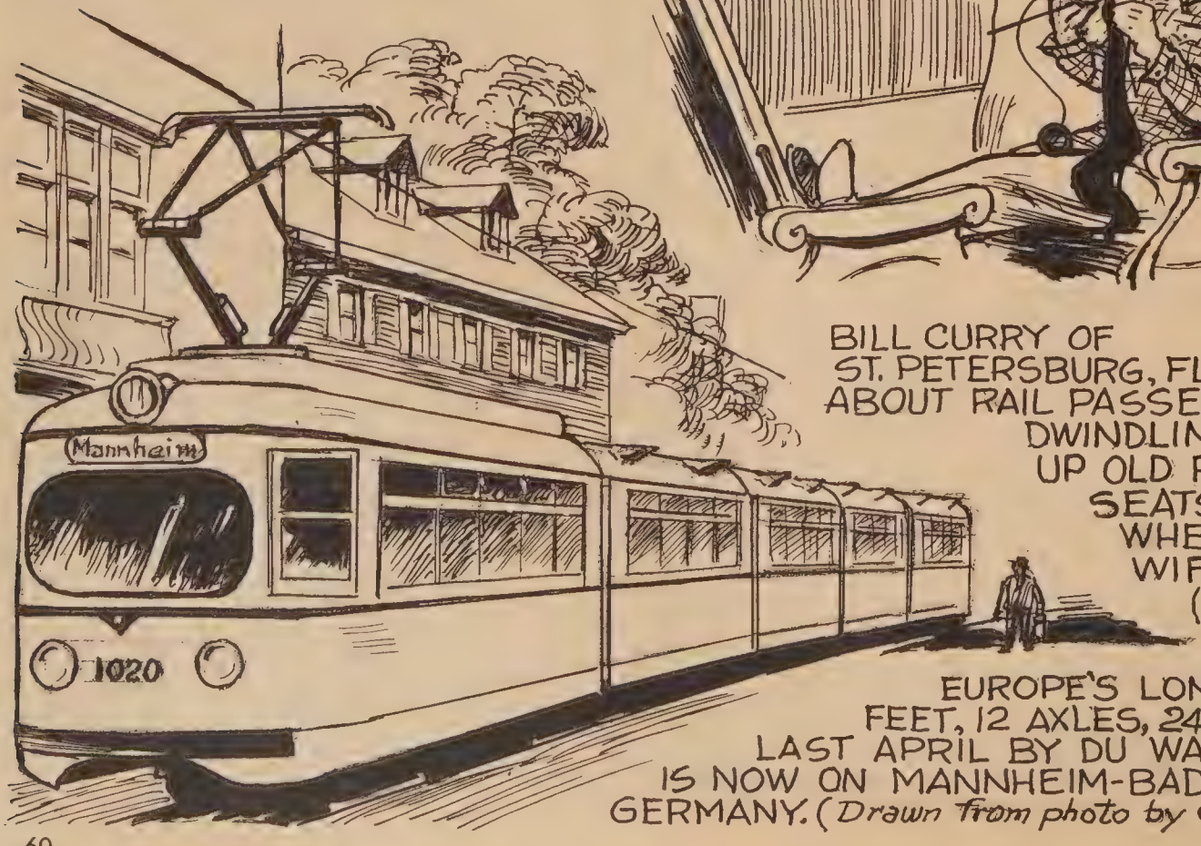
ALONG THE IRON PIKE

by Joe Easley



SMALL REPLICA OF COLORADO & SOUTHERN CABOOSE BUILT BY MARC LAMOREAUX, BOX 137 WATERVILLE, KAN., AS PLAYHOUSE FOR DAUGHTER CHRISTINA. (from Waterville Telegraph)

ROBIN YATER WASHES REAR OF TANK OF D&RGW NARROW-GAGE ENGINE 487 AT GATO, COLO. (Drawn from recent photo by Ernest Robart)



BILL CURRY OF ST. PETERSBURG, FLA., FEELS SO BAD ABOUT RAIL PASSENGER SERVICE DWINDLING THAT HE SET UP OLD RAILROAD COACH SEATS IN HIS GARAGE WHERE HE AND HIS WIFE GO TO RELAX. (From Bob Bruhin)

EUROPE'S LONGEST TRAM, 125 FEET, 12 AXLES, 24 WHEELS, BUILT LAST APRIL BY DU WAG, DUSSELDORF, IS NOW ON MANNHEIM-BAD DURKEIM LINE, GERMANY. (Drawn from photo by Capt. J.M. McMillan)

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details).

As this magazine hits the news stands April issue is closed. Entries for May issue should reach us before Feb. 8th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

C.T. ANDREWS, 4231 SW 38th St., West Hollywood, Fla. 33023, sells 4x5, p.c. size pix LV, CNJ, DL&W, RDG, D&H, L&HR, L&NE, stations. List SSE.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys collections of railroadiana, bks., tts., keys, catalogs, passes, etc.

BERT BAKER, 1215 La Salle Ave., Minneapolis, Minn. 55403, Collects metal, plastic transp. tokens, tkts., data, pix on StP&P.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis. 53701, will sell bks. Sudry's "Air Brakes" (1920), Sudry's "Steam Engine Indicators and Valve Gears" (1918), Harwood's "Gasoline Tractors". (SSE)

STEPHEN BLAHUT, 25 E. 150th St., Harvey, Ill. 60426, will buy drumhead tailsign, dining car items.

J. BOKES, 7343 S. Talman, Chicago, Ill. 60629, buys tts., esp. Chicago interurbans.

SETH BRAMSON, 8035 Cecil St., Miami Beach Fla. 33141, buys, sells, trades anything FEC. Wants Fla. trolleyana. Buys tkt. dater dies, sells off. FEC pix.

BOB CARSON, 2108 Riverton Rd., Cinnaminson, N.J. 08077, sells Phila. and N.Y. transfers. (SSE)

K.F. CHIVERS, 67 Somerset St. W., Ottawa 4, Ont., Canada, will sell old rr., mdl. rr. mags. or trade for Canadian passes, tts.

W. CHRISTENSEN, 89-29 212th St., Queens Village, N.Y. 11428, buys. trades LIRR stuff for rubber stamps, emp. tts.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades, sells Alco, Baldwin, Lima steam bldrs. pix.

DAVID COHEN, 596 W. 13th Ave., Vancouver 9, B.C., Canada, wants, tts., pix, maps, info. on BCE and predecessors.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, wants PRR emp. mags., PRR calendars.

TOM COTT, Carrick, Otranto Pl., Sandycove, Dublin, Ireland, sells 63 issues Baldwin Locomotive catalogs, rare US rr. items.

H.A. COUCH, Box 92, Fairburn, Ga. 30213, wants shortline tr. orders.

BRIAN CURNOW, 320 Lyons St., Sonora, Calif. 95370, wants p.c. size pix, 35mm slides Alaska RR frt. and pass. trs.

J.W. DAMERST, Box 215, Maple Hall MSC, Mansfield, Pa. 16933, wants info. on Porter 6167 #251 blt. 1930, on 0-4-0 that went to J. K. Mosser in Williamsport.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stocks, bonds. Lists, sample 25¢.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys NYO&W, L&NE, WB&E negs.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ot., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 20¢. Buys, sells CN, CP, TH&B steam negs.

BERT DOCKALL, 607 W. Cameron, Rockdale, Tex. 76567, buys, trades lanterns, lacks, emp. tts., rule bks., railroadiana, for sw. keys.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys, trades for GT railroadiana.

SID ELLIOTT, 1593 Larch St., Vancouver 9, B.C., Canada, buys size 616 pix, 35mm slides of CN, CP GP30's, GP35's, GP40's, SD40's. C424's, C630's.

JACK FESCO, 4309 Edenhurst Ave., Los Angeles, Calif. 90039, will sell drawing of SP 4-8-2. (SSE)

TED GAY, 6 Northview Dr., Morris, Plains, N.J., sells p.c. size negs. No lists; state wants.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PSTC, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, etc. List free.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, buys, trades defunct rr. stocks, Poor's, Moody's manuals.

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?

CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

H. H. Ward & Co., Inc., 19 W. 44 St., N.Y. © 1963

H. H. WARD & CO., INC. Dept. 3404-P
19 West 44 Street, New York, N. Y. 10036
Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

Name _____
Address _____
City _____ State _____ Zip _____
☐ Enclosed find $2, send postpaid (check, cash, money order)
☐ Send C.O.D. I will pay postman $2 plus postal charges.
☐ Send triple size for $5. You save $1

DOUBLE MONEY BACK GUARANTEE

Now—"America's #1 Salesman" shows you

How To Put Yourself Across

Yes, step by step, Elmer Wheeler shows you how to make your daydreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

Here, too, you'll discover why it pays to:

- BE A GOOD LISTENER
- RADIATE WARMTH
- GIVE PEOPLE AN INCENTIVE

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousands of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic—more successful in life!

• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

Self Help Library H
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95
Enclosed is check or M. O. for $_____
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
(Add 35¢ postage and handling)

SAVE 75% on WORK CLOTHES!

Terrific Values You've Got To See To Believe!

SHIRTS 79c

4 for $2.99

What a buy! Made to sell for 2.99. Now, get 4 for the price of one! Tho used, they're washed, sterilized, pressed, and ready for long, tough wear! In blue, tan or green.
Send neck size, 1st and 2nd color choice.

PANTS 99c

to match 4 for $3.75

Think of it! Heavy-duty cotton twill pants that sold for 3.85! Now, fully reconditioned and yours at this rock-bottom price!
Send waist measure and inside leg length.

MEN'S COVERALLS $2.29

3 for $6.75

Wear'em used and save plenty! You can't beat this bargain anywhere! The best made. Sold for 6.95. Now . . . wow! . . . what savings!
Send chest measurement.

Unlined WORK JACKETS 99c

3 for $2.75

Popular Eisenhower type. Four pockets. Heavy-weight twill. In good, solid condition for plenty of rugged wear! Blue only.
Send chest measurement.

SHOP COATS—Like brand new! $1.79
Send chest measurement.

3 for $5.00

LADIES' UNIFORM DRESSES— Near-new, Durable pastel cottons. Button fronts, 2 pockets. 99c
Send dress size and color choices.

4 for $3.89

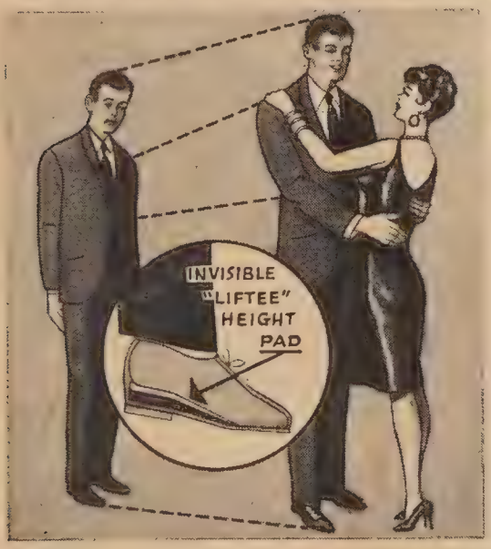
MONEY BACK GUARANTEE . . . if not satisfied! That's our way of doing business! You can't lose! So order TODAY. Send $1.00 deposit on C.O.D. orders. Add $1.00 for postage on prepaid orders.

GALCO SALES CO. Dept. 403

4004 E. 71st Street · Cleveland, Ohio 44105

Never Look SHORT Again!

Now You Can Be TALLER Instantly!



By at least 2 full inches with amazing new invisible "LIFTEE" HEIGHT INCREASE PADS

Are you handicapped in your social contacts because of a short appearance...tired of being called shorty? Now, at last you need not suffer this embarrassment any longer with the aid of "LIFTEE", the new amazing **HEIGHT INCREASE PADS.** Simply slip these invisible pads in any pair of shoes. Now step into them and add 2 inches in height. **THE SAME HEIGHT INCREASE AS EXPENSIVE HEIGHT INCREASING SHOES,** for a fraction of the cost, to give you new poise and self-confidence — a key to success and romance. No one will suspect that you are wearing them — but what an impressive difference they make! These **LIGHTWEIGHT FOAM RUBBER AND CUSHION CORK PADS** fit securely without gluing and interchangeable in any shoes. "LIFTEE" is scientifically designed for real walking comfort and an aid to to better posture. "LIFTEE" is worn by thousands of smart men and women in all walks of life. Durable and shock absorbing. State man's or woman's shoe size.

ONLY $1.98 per pair AMAZING LOW PRICE!

SEND NO MONEY!
Free 10 Day Trial!
Just mail coupon today

Pay postman on delivery, only $1.98 plus postage and handling per pair of "LIFTEE" HEIGHT INCREASE PADS. Or send only $1.98 plus 25¢ handling with order and we pay postage (2 Prs. $3.50, 3 Prs. $5.00). **10 DAY TRIAL MUST SATISFY OR MONEY WILL BE REFUNDED.**

FREE 10 DAY TRIAL COUPON!

THE LIFTEE COMPANY, DEPT. AMB-3
Box 608, Church Street, New York, N.Y. 10008

Rush my "Liftee" Height Increase Pads in the size checked below. I will pay postman on delivery only $1.98 plus postage and handling. I must be absolutely satisfied or I can return the pads within 10 day trial and my money will be refunded.

Check Box — State Shoe Size

☐ Mans Shoe Size_____ ☐ Ladies Shoe Size_____

☐ Check here if you wish to save postage by sending only $1.98 plus 25¢ handling with coupon. Same money back guarantee.

☐ 2 Pairs $3.50
☐ 3 Pairs $5.00

NAME_____

ADDRESS_____

CITY_____STATE_____ZIP_____

INVEST IN TOMORROW,
BUY U.S. SAVINGS BONDS TODAY!

LYNDON HAIGHT, 149 North St., Auburn, N.Y. 13021, wats R&LHS Bull. 34, 50, 84, pix, tts. of CNE.

RAY HAMMONS, 427 Lilac Dr., Eldorado, Ark. 71730, will send orders, waybills. sw. lists, etc. to anyone sending SSE. Will give larger items to anyone stopping by to visit.

HERBERT HARWOOD, 620 Stevenson Ln., Baltimore, Md. 21204, buys negs. EL PA-2's in frt. service. Wants Trains bound Vol 1.

JOHN HILTON, 4010 Highview Dr., Silver Spring, Md. 20906, will sell DCT PCC bldrs. plate.

CHAS. HOPKINS, 735 Los Padres Blvd., Santa Clara, Calif. 95050, wants pix, info., maps of Molino Timber Co. RR, ST&E.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, trades lanterns. (SSE)

LARRY KELLER, 1685 Devers Rd., York, Pa. 17404, wants pix, info. on CP 1268, 1238, 972 in regular service.

G.M. KIDDER, RD 1, Acton, Mass. 01720, will sell Reid's "Extra South," Beebe's, "Virginia and Truckee," and Caswell's "Boston, Concord & Motreal." (SSE)

MIKE KOCH, 41 Old Army Rd., Scarsdale, N.Y. 10583, wants pix logging locos, early lumber mags., directories.

BASIL KOOB, Box 279, Ft. Dodge, Iowa 50501, sells orig, negs. IC, C&NW, CB&Q, NP steam, diesel, FDDM&S, WCF&N, CCW elec. Sells back issues Railroad Magazine, Trains; books.

J.G. KUNIS, 707 Virginia Ave., Cumberland, Md. 21502, will sell 2 WM rule bks., 50 B&O emp. mags.

BOB LARSON, 2616 S. Duluth, Sioux Falls, S.D. 57105, sells tts. Buys GN railroadiana, esp. br. line pix.

JOHN MARTIN, 1318 Old Johnson Ferry Rd. NE, Atlanta, Ga. 30319, sells railroadiana, emp. tts., mags., Guides. Buys tts., magazines. List 10¢.

BOB MASON, 6204 Central, Tampa, Fla. 33604, sells, trades pix, data on Tampa, St. Petersburg trolleys, Grand Rapids, Holland & Chicago interurban. (SSE)

BOB McCLEARY, 6244 S. McVicker, Chicago, Ill. 60638, buys tts. of CNS&M, IT, etc.

G.H. MENGE, 471 Buckner Rd., Manassas, Va. 22110, buys, trades for 3x8 EMD specifications cards. (SSE)

N.C. MILLER, Jr., 1623 Birchwood, Sarasota, Fla. 33581, wants b&w, color pix UP locos, cars, bldrs., etc., esp. 1940-'50.

L.D. MOORE, 121 Flag Rd., Chesapeake, Va. 23706, sells pix, negs., bks., tkts., tts., transfers, etc. List 20¢.

K.D. MOSHER, Box 83, St. Philippe. Co. Laprairie, Que., Canada, trades emp. tts.

ARTHUR NICHOLS, 946 Santa Clara Pl., Los Alamos, N.M. 87544, sells, trades tts., emp. tts., maps, railroadiana. (SSE)

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, wants drumhead from any observation car.

HAROLD PHILLIPS, 13509 Blenkeim Rd., Cleveland, Ohio 44110, will sell set of 525 pix, 200 negs. U.S. trolleys. (SSE)

PAUL PIETRAK, Box 76, North Boston, N.Y. 14110, wants human interest stories about Pittsburg Shawmut & Northern for book due out late '68.

BEN PRABISH, RR 1, Box 48, Warrenville, Ill. 60555, wants pix, info. on pre-streamliner C&NW pass. cars. Buys C&NW railroadiana.

TREVOR RANKIN, Runbrake St., Palmerston, Otago, New Zealand, wants '68 rr calendars. Has 44 bks., tkts., tr. orders, to trade. Wants to join rr. clubs.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, sells sw. keys, kerosene lanterns, link & pin couplers, Beebe-Clegg "V&T". Buys sw. keys, dining car silver.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, lantern globes with rr. markings.

ROHN ROBERTSON, 808 E. Monroe, Mexico, Mo. 65265, buys pix, negs. C&A. WAB, CB&Q steam.

LARRY RUSSELL, Box 1153, Medley, Alta., Canada, buys, trades for foreign N. Amer.-designed diesel slides, negs. Wants EMD export data.

STAN SCHWEDLER, 1544 E. Cypress St., Phoenix, Ariz. 85006, buys color slides, any size pix, railroadiana of Yosemite Valley.

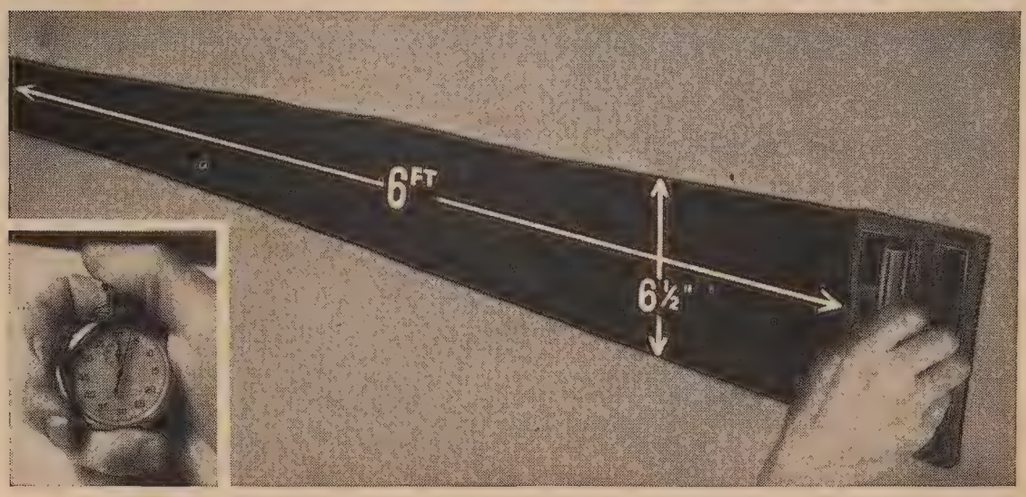
AL SHADE, 9831 Aldridge Dr., Columbia Station, O. 44028, sells trades CP steam pix and b&w slides. List, sample 25¢.

BOB SHERWOOD, 23 W. Main St., Newark, O. 43055, will buy "Fiddletown & Copperopolis RR," good cond.

S.J. SMAILL, 3495 Patricia Ave., Montreal 28, P.Q., Canada, wants diesel bldrs.'s plates, slides of CN cab units in old colors, any diesels in Montreal area.

Amazing New Paint Applicator Covers 468 Sq. Inches in 3 Seconds

- **Faster Than Brush, Far Less Messier Than a Roller**
- **Paints Walls, Furniture, Roofs, Bookcases, Any Job With "Professional" Looking Finishes For First Time Beginners**
- **Saves Many Dollars On Each Room—Up To $500 On Average 7-Room House**



In Actual Tests Painted Twice As Fast As Conventional Brushes, Saved 1/4 Cost Of Paint and Cost 1/3 The Price of Conventional Brushes It Competed Against.

FROM ROCHESTER, NEW YORK COMES NEWS of a revolutionary new indoor-outdoor applicator that does painting jobs easier, better and in half the time!

There's no more hard work brushing back and forth with an old-fashioned paint brush. No more splatter and bubble finish with a roller. Now there's a revolutionary new paint applicator that spreads paint so fast, so smoothly and so easily it makes everything else out of date.

Called Immie, this amazing new lightweight applicator is already being used by professional painting contractors and thousands of home painters. You "dip" it about one third as many times. It stores up vast quantities of paint . . . spreads it so smoothly, so evenly, so expertly it makes paint spread way farther. Doesn't hold back paint in bristles as a regular brush does. Releases ALL of it. But most amazing is the incredible speed it makes possible. It spreads a strip 6½ inches wide and 6 feet long in just 3 seconds.

Immie is fantastic on any surface including rough shingles and curved mouldings! Covers completely like lightning. And with Immie there's virtually no dripping, no spatter, no mess!

ONLY 99¢ EACH IN OFFER BELOW

All that amazing new IMMIE in the offer below costs is 99¢ apiece. Yet just one of the IMMIE applicators included outperformed and outpainted a nationally known brush costing $13.95. But because of revolutionary design, through this magazine's coupon below you will receive **SIX** different IMMIE applicators for almost every type of painting job you'll ever have for just 99¢ each.

First, a giant coverage applicator, 6½ inches wide, with over 700,000 tiny fibers to "wipe" paint on and whip through house, roof, floor, even shingle painting in as little as half the usual time.

Capillary action of up to 700,000 tiny fibers from the soft underbelly of the Angora Goat "wipe" paint on... reach into microscopic indentations, pock-marked concrete, deep grooved shingles, contour to curved surfaces, wrap around radiators, and fence posts!

Second, a pure angora 4½-inch applicator with almost 400,000 tiny fibers that glide through indoor wall and ceiling painting. Third, a 3½-inch applicator with almost 250,000 tiny, soft angora fibers to give "professional" finishes to stairs, furniture, coffee tables and this is just part of this amazing applicator bargain.

Next, included is a revolutionary window sash painter with 50,000 tiny fibers. This sash painter has a patented metal "Paint Guard" to prevent smear on adjoining surfaces . . . edges an entire room in minutes. Finally, with 30,000 tiny angora fibers, Long handle with foam cushion and painting fibers on side lets you touch up spots rollers and brushes can't reach.

NO DRIP! NO MESS! NO SPATTER!

Whether you're painting a chair or a ceiling, an IMMIE applicator doesn't spatter. Virtually dripproof, too! To make it drip, you have to make it take up an excess of paint.

PAINTS ROUGH AND IRREGULAR SURFACES

With an air-foam cushion under its angora bristles, the IMMIE's painting surface contours to fit into every hollow and crevice of whatever you are painting—even deep-grooved shingles.

APPROXIMATE PAINTING TIME

Panel Door 12 minutes instead of 26 minutes

CHAIR 10 minutes instead of 47 minutes.

WINDOW 25 minutes instead of one hour

USED BY N. Y. CITY HOUSING AUTHORITY, GIANT FIRMS, PUBLIC SCHOOLS, GOV'T CONTRACTORS.

Already 2,000,000 In Use by Home Owners Saving Time, Paint, Money.

AMAZING TRIAL OFFER

No longer do you have to be a slave to dirty, messy home painting. Say Goodbye to unnecessary wrist fatigue, splash and splatter, hours of tiresome extra work, sky high professional prices. Try amazing IMMIE without risking a penny. All you do is mail the no risk amazing trial coupon below. In a few days your IMMIES will be delivered to your door. Use them for a full month without risk.

See how beautifully constructed they are . . . how easy to use . . . how smooth the finish.

See for yourself how IMMIE paints window sashes in seconds, a picnic table in the time you have a cigarette, paints deep grooved shingles, pock-marked concrete with amazing ease . . . paints, varnishes, shellacs, stains, virtually any surface, any job . . . does 1001 painting jobs for you and NEVER SEEMS TO TIRE YOU OUT.

Use IMMIE on lawn furniture, boat finishes, furniture, panelled doors, coffee tables. Let your children paint practically without getting the paint on themselves. Put IMMIE to every test. If you don't agree IMMIE will save you endless painting time, effort, and money, you have used it at no cost. It won't cost you a penny.

——MAIL NO-RISK COUPON TODAY——

ROJAN SUPPLY, DEPT. AMG-4-68
P.O. Box 4513, 110 East 45th St., N.Y. 10017

Yes, I want to try the revolutionary new IMMIE brushes on your special introductory trial offer. Send me the "Basic Home Owner's Set" of 6 brushes pictured below. I understand I may use all these brushes, trying them on every kind of painting job. Then if I am not thrilled with the way they paint—if they don't do everything claimed for them—then I may return them used and dirty and you will refund my $5.98 in full.

BASIC HOME OWNER'S SET

Super-wide 6¼-inch brush for floors, ceilings, walls.

Wide 4½-inch brush for doors, closets.

Window Sash painter with built-in paint shield. Keeps paint off glass.

3½-inch brush with Self-Edger for fast, razor-sharp trim work.

3½-inch brush for shelves, stairs, furniture.

Magic Wand Touch Up Brush.

☐ **SEND PREPAID.** I enclose $5.98 in full payment to save postage.

☐ **SEND C.O.D.** Enclosed $1.00 deposit. I will pay $4.98 balance plus postage charges.

NAME_____

ADDRESS_____

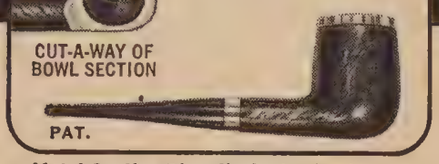
CITY_____ STATE_____

NEW IMPROVED Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap



- Metal Cooling Ring dissipates heat.
- Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."
- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

Germany-built 2-10-2 No. 57003 of the Turkish State Railways, doubleheading with a 2-10-0 of like origin, chugs upgrade northbound out of Izmir in July, 1964. These well-maintained locos were working hard with a four-car train.
Capt. August W. Schell, Jr., 4113 Barrett Dr., Newburgh, N.Y. 12550

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys, sells new, used commercial 8mm b&w movies with steam and juice appeal. List free.

G. SMOKE, Otisville, Mich., will sell 1300' of 20-lb. rail, 24" push work cars, 15" diesel loco, three 16' cars, etc.

WARREN STOWMAN, 2102 Eastburn Ave., Philadelphia, Pa. 19138, trades for, buys pix Pa., Poughkeepsie & Boston 4-4-0 No. 1, P&R 1200 or 145.

ANTHONY SUDDJIAN, 1902 W. Pontiac Way, Fresno, Calif. 93705, wants pix, orig. negs. Fresno Traction, PE wrecks.

BILL VIEKMAN, 10 Mountain Pl., Upper Montclair, N.J. 07043, trades railroadiana for old time railroader owned shaving mugs.

L.M. WILLIS, Box 2291, White City, Ore. 97501, wants pix B&N, Eastn. Mass. St. Ry. 1301-1340, 1379-1391.

JIM WOODFIELD, 302 S. Park Dr., Springhill, La. 71075. wants 8mm movies diesel pass. trs., esp. rrs. out of pass. business, old color schemes.

LYLE H. BAIE, 2008 Cumberland St., Rockford, Ill. 61103, wants Official Guide about 1930. State cond., price.

BILL RAPP, 430 Ivy, Crete, Nebr. 68333, sells, trades pix 4x5" or larger of stations, rolling-stock, diesels, etc. State wants. (SSE)

GORDON MILLS, 1159 Loma Sola Ave., Upland, Calif. 91786, wants bound vols. Model Railroader, 1937, '38, good cond. Will buy, or offers unbound copies in trade.

ROBT. SEMICHY, 246 Garden Hill Dr., Los Gatos, Calif. 95030, wants color pix, slides, paintings, movies of UP 2-tone gray 4-8-4's, 4-8-2's, 4-6-2's, 4-6-6-4's. Also of SP Daylight colors 4-8-4's, 4-8-2's, 4-6-2's, 4-4-2's, silver cabooses.

DON PROVENCHER, 14 Park St., Gorham. N.H. 03581, wants info. and pix on 1948 Chicago Railroad Fair.

ADAM TYMCHUK, 660 Manhattan Ave., Winnipeg 5, Man., Canada, buys kerosene switchmen's lanterns, any Canadian road except CP, CN.

DON LISON, P.O. Box 662, Green Bay, Wisc. 54303, sells Green Bay & Western photos. SSE for list and sample.

JIM CERVENANSKY, 3333 W. Ruskin St., Milwaukee, Wisc. 53215, wants slides, movies, pix, info., on TMER&L and CNS&M. Also wants "Steam Trains of the Soo," by Suprey.

R.P. WEATHERBURN, 10208 148th Ave., Edmonton, Alta., Canada, sells steam pix of CP, CN, UP, others; emp. and pub. tts.; 1938 SP desk map; etc. SSE for list.

RON MULDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, wants steam, elec., diesel builders' and number plates. Has some to trade.

JOHN WEIGHTMAN, 1316 Que St., Sacramento, Calif. 95814, has pix of SP coalburner No. 2027, 20¢.

TOM DAVIDSON, 337 Winnipeg St., Akron, Ohio 44310, wants photos, plans, info. on B&O L-1, E-27, Q-1, P-1, P-6; AC&Y any steam or pass. eqpt.

BERNIE HAYS, 760 Catawba Rd., Charlestown, S.C., will trade Charlestown & Savannah passes and tix for slides of SR green, ACL purple, C&WC, steam and diesels; also southern shortlines.

CLIFTON HULL, 203 E. 16th St., North Little Rock, Ark. 72114, wants p.c.-size to 5x7" pix of interurban cars marked Mo. Pac. on Goose Greek line.

JOE STAUBER, 709 W. Arnold St., Marshfield, Wisc. 54449, sells color slides of most Soo diesels: F-3, H12-44, RS-3, SD-9.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm. dupl. slides of steam, diesel, trolleys. Sample 25¢.

GEO. TURNBULL, 50 Newtonville Ave., Newton, Mass. 02158, wants 35mm. slides of NH and NYC disels, electrics, MU cars, MofW eqpt. Also CUT diesels aid electrics.

BILL ODEN, 6019 N. Oak St., Temple City, Calif. 91780, wants kerosene headlight made by Star Headlight Co. about 1890-1900. State cond., price.

JOHN LOCKE, 46 Kinderkamack Rd., Park Ridge, N. J. 07656, sells p.c.-size steam photos of Erie, CNJ, Rdg., B&O, et al., many taken in 1920's and 1930's. Some negs.

DR. EDWARD HEFFNER, 9130 W. Park Hill Ave., Milwaukee, Wisc. 53226, will sell certain back issues Railroad Magazine, Trains, some model mags. (SSE)

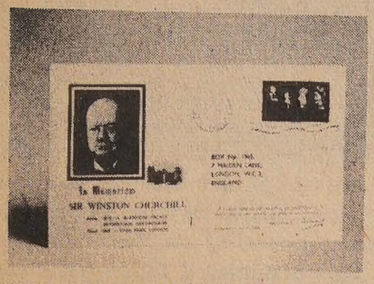
C.W. ERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells steam loco photos of most major US, Canada, Mexico systems. State wants. Also sells orig. negs, 620 to 122 size.

HARRY BENNETT. JR., 1804 N. Mount St., Baltimore, Md. 21217, asks who has Stuart Liebman's PE collection? Wants pix of cars 643, 647, 150; diesels; steam loco 1508; busses.

CHRIS SMITH, 69 Burling Rd., Rochester, N.Y., wants color pix, 35mm. slides of Norfolk Southern, SP&S, B&LE disels.

men's mart

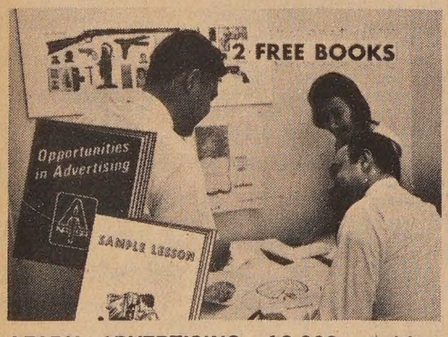
All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized lines. This department is not composed of paid advertising.



CHURCHILL MEMORIAL COVER. Scarce envelope bears portrait and autograph. Postmarked with day-of-death cancellation, London, SW1—post office servicing Parliament and official residence of Prime Ministers. Valuable Churchill New Issue stamps included plus complete set of England's 42 Kings & Queens! 25¢ ppd. Kenmore C-902 Milford, New Hampshire

---

METAL SOCIAL SECURITY CARD. Lasts a lifetime. Not harmed by fire, water, etc. Wafer thin, 4-color, solid aluminum. Wallet sized 3½" x 2". Engraved with full name and number. 1 card $1.00, 3 cards $2.79. Big Three Enterprises, Dept. AD4,, 1109 Sixth Ave, NY, NY 10036

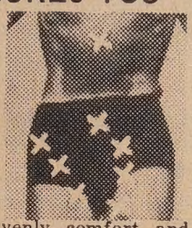


LEARN ADVERTISING. 18,000 positions open this year to newcomers. No writing or art ability necessary. Easy home-study plan prepares you for career with ad agency, store, manufacturer, newspaper, etc. Or open full or spare time ad business. Professional executives tell you how to do it. Send for CAREER KIT including book, Opportunities in Advertising, Sample Lesson, Job Opportunities Chart and Home Business details, all free! No. American School Advertising, University Plaza, Dept. AMG 4, Newport, Cal. 92660.

GIVE BLOOD!
Call Your Local Red Cross Chapter Today!

LOW COST RUPTURE APPLIANCE ASSURES YOU

HEAVENLY COMFORT and SECURITY or it Costs You Nothing!



Rejoice, Ye Ruptured! This patented Brooks Air Cushion Appliance — for most forms of reducible rupture—now is *Sold on 10 Day Trial, Refund Guarantee.* Assures you heavenly comfort and security, day and night, at work or play—or it costs you nothing! Light. No springs or hard pads. Low cost! Buy NO rupture device till you get our free facts. Write!

BROOKS CO., 300D STATE ST., MARSHALL MICH. 49068

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

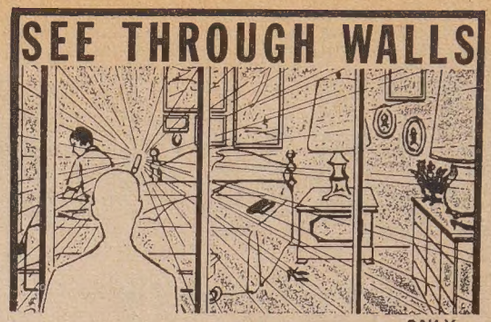
Write for FREE CATALOG today.

ELEVATORS®
HEIGHT-INCREASING SHOES

Brockton Footwear, Inc.
Dept. 5004J Brockton 68, Mass.
Please send free catalog
Name _____
Street _____
City _____ State _____

CLIP AND MAIL COUPON NOW

SEE THROUGH WALLS



ONLY **1.98**

AMAZING SPY DEVICE FOR WOULD-BE DETECTIVES

HAVE you ever wished you could see what was going on in another room? You can now keep constant check on anything that happens all around you, regardless of walls, floors or ceilings. SPY PROBER penetrates solid barriers, makes any wall an open door. Yes, it even lets you look DOWN into a room below you. We will let your imagination trigger all the possible uses SPY-PROBER has for you. SPY-PROBER was developed by the German Secret Service during World War II. Now, an even more precise and improved model is being offered by us to the public. SPY-PROBER has 3 precision ground optical quality lenses, not just 2 like competitive models, to afford an extreme wide angle field that lets you even see objects standing by the very wall through which you are observing. SPY-PROBER has such sharp delineation that you can photograph right through it, sharply recording everything in the viewed area. Looks like an ordinary pen, when carried in your pocket. (Also available. For those of you who demand perfection, our professional model complete with silent, hidden drill. Only $2.98 + 27c P.P. Not sold in stores). Order now on our 10 day free trial. If not 100% satisfied, return for prompt refund. To order, simply send $1.98 + 27c for postage and handling to

PROBE ELECTRONICS, Dept. M Suite M67
6331 Hollywood Blvd., Hollywood, Calif. 90028

NEW U.S. SPORTSWEAR HIT!

THE JAUNTY GERMAN FORAGE CAP!

"Turned On"—and uniquely practical, with ingenious 3-position earflaps

At last available in the U.S.! First popularized by their army, here is Germany's famous sports cap for both men and women—long coveted by Americans who've seen it abroad—the rugged-looking mountain cap with jaunty height-building "stand up" front and anti-glare "flying" visor. ● Teutonically practical! Soft and "crushy" melton—and ingeniously tailored 3-position Weather Flaps—give maximum comfort at all temperatures: (1) "Flaps Up," as illustrated, for warmer weather, (2) "Flaps Down" to cover ears, and (3) "Flaps Full" to add face-mask and rain-or-snow protection for neck and face besides! Available in this country only from us. ● Colors: Loden Green, Field Gray, and Black. All sizes, men's & women's both. $5.95 for one cap, $4.95 for each additional cap ordered at same time. ● For prompt delivery by mail with full refund guarantee, write number of caps you want in each color—together with sizes and name & address. Add 35c postage & handling. Free Catalog of other exotic items. Dept. AMG-10, SATORI, Mamaroneck, N.Y. 10543.

SAVE 1/2 ON "NEW SOUND" ELECTRONIC ACCORDIONS*

BIG DISCOUNTS! Importer-to-you Prices

42 STANDARD AND ELECTRONIC MODELS for Students, Teachers and Professionals

FREE GIFTS E-Z Lesson Course, Year's Music Supply, Music Stand, Straps, and Case... Many More!

RUSH COUPON

Easy Terms • Low as $7.95 a Month

*Rush coupon for ***proof*** you save up to 50% off retail prices of comparable accordions! ***BUY DIRECT*** — Low Importer-to-You prices. World's largest accordion dealer. All famous makes. 42 New ***Electronic*** & Standard models. Amplifiers. Popular "Button type" accordions, too! Lifetime Performance Policy. Money Back Guarantee. Easy terms. Big Trade-In. Color Catalogs, Selection Guide and Discount Prices — FREE!

5 Day Home Trial

Accordion Corp. of America, Dept. AM-38
5535 W. Belmont, Chicago, Ill. 60641

Free Color Catalogs • Discount Prices

Accordion Corp. of America, Dept. AM-38
5535 W. Belmont, Chicago, Ill. 60641

Send FREE Catalog of Accordions, Amplifiers — Selection Guide, Color Chart, Discount Prices.

NAME _____

ADDRESS _____

CITY _____ STATE _____

( ) Check here if you have a Trade-in.

JOE TOTH, 1618 Mary, Dallas, Tex. 75206, will trade Beebe's 'The Central Pacific & the Southern Pacific' for Prince's "ACL", Steven's "CN Rys.", or Corbins "Steam Locos of the Burlington Route."

ALLEN NOHSEY, 1003 E. Church St., Union City, Tenn. 38261, wants rr. lanterns, esp. with colored globes; switch locks, keys.

LEONARD BEARD, 7613 Deep Spring Rd., Wonder Lake, Ill. 60097, wants switch keys and other railroadiana of CA&E, CNS&M, Milw. Electric.

Model Trading Post

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, wants Buddy-L trs., track.

CARL LARSON, 24 Forest Ave., Caldwell, N.J. 07006, will buy Lionel 516 hopper cars, any cond.

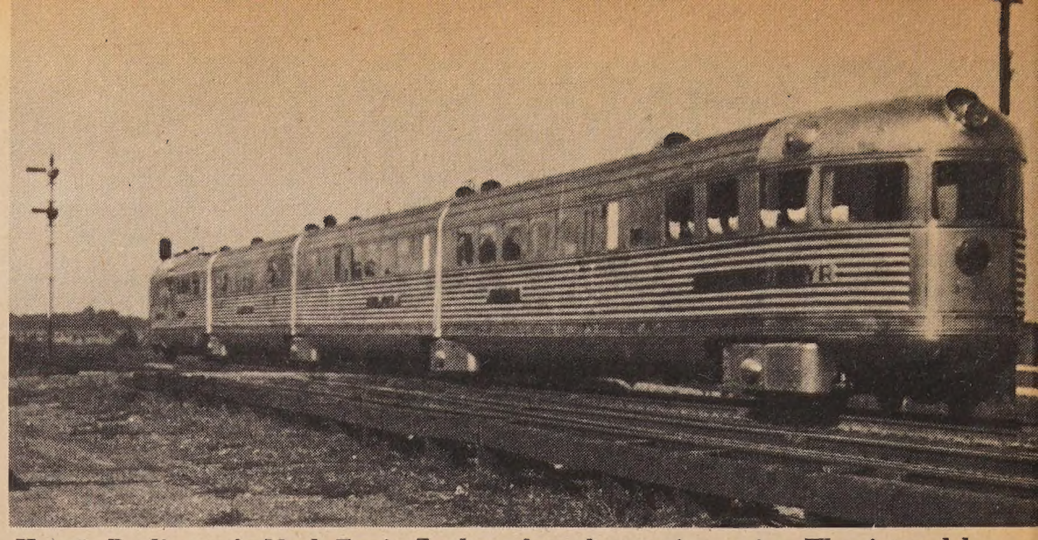
E. McEWAN, 429 S. Emerson Ave., Itasca, Ill. 60143, will sell pass. carrying 7½" gage indoor rr. consisting of battery drive loco, tender, one car, track.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants pre '40 Lionel Mag., toy tr. catalogs, operating instructions, service manuals; also AF, Ives, Dorfan brochures.

L.D. MOORE, 121 Flag Rd., Chesapeake, Va. 23706, will trade '30 PRR calendar for Ives or AF wide gage equip.

JIM TANDY, Box, Carrollton, Ky. 41008, buys Lionel 6057 NH caboose, 6027 Alaska caboose, 6464-525 M&SL boxcar with no blt. data.

BOB WALLICH, 628 High St., Harpers Ferry, W. Va. 25425, wants 7½" gage gasolene loco, etc. Will sell S gage locos, cars. (SSE) ●



Here is Burlington's *Mark Twain Zephyr* when she was in service. We pictured her last month as a stationary exhibit. She is shown here passing through Machens, Mo., in September, 1937, when she was still new; note sheathing on the trucks, subsequently removed to afford easier maintenance. This articulated lightweight streamliner, one of several the CB&Q employed, saw regular service between St. Louis, Mo., and Burlington, Iowa. The plaque on the tailboard disappeared some time after the train was retired in 1958 but before it was sold in 1962.

Collection of Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

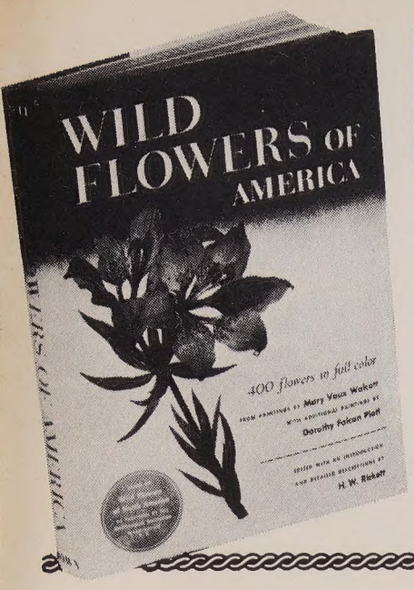
Switch Key Collectors

A *List of Switch Key Collectors* was issued in January, 1966, by Douglas M. Rice (Boston & Maine conductor), Box 54, Granville, Mass. 01034, who had 671 keys at that time. Here are the others on that list, together with the number of keys each man had on that date, a number which probably has grown since then:

Art Lamport, 1121 (C&O engineer), Lubke Rd., New Buffalo, Mich. 49117
Gerald Wojciechowski, 818 (electronic technician), 1078 S. Ridgeway, Chicago, Ill.
Terry E. Durkin, 726 (student), 1521 W. Hotel circle, San Diego, Calif.
Laurence H. Burghart, 440 (C&NW engineer), 9322 W. Mill Rd., Milwaukee, Wis.
Robt. W. Sauer, 425 (NYC conductor), 635 LaSalle Ave., Buffalo, N.Y.
John B. Charles, 410 (student), 7011 Whitehill St., Dallas, Texas
Wayne E. Couch, 410 (MP-engineer), 906 Skyline Dr., North Little Rock, Ark.
Wm. H. Hunt, 409 (retired conductor, Rock Island), 621 N. Sixth St., Estherville, Iowa 51334
Victor W. Kreutzer, 375 (clerk, CB&Q), Box 447, Edgemont, S.D. 57735
Arthur M. Pickles, 369 (mechanical engineer, Space-General Corp.), 710 Ridgeside Dr., Monrovia, Calif. 91016
Charles J. McQueen, 362 (conductor, Detroit Terminal RR.), 29705 Robert Dr., Livonia, Mich.
Richard Samuels, 357 (engineman, NPT), 825 23rd St., Milwaukie, Ore.
Edward A. Pyatt, 310 (retired engineer, MP), 406 Brown Ave., Osawatomie, Kan. 66064
Edmund J. McGrath, 280 (college student), 40 W. Centre St., Mahanoy City, Pa. 17948
Avery F. von Blon, Jr., 240 (book dealer), Box 6422, B.U. Sta., Waco, Texas
Gerald N. House, 225 (engineer, FtDDM&S), 1110 15th Ave., N., Fort Dodge, Iowa 50501
David Hull, 225 (diemaker), 3915 Mountview Rd., Upper Arlington, Ohio
John S. Kendall, 220 (retired brakeman, StJ&LC), St. Johnsbury, Vt. 05819
Clifford W. Comer, 215 (tool engineer, Frigidaire), 3718 E. 4th St., Dayton, Ohio
Raymond H. Jackson, 208 (teacher), Box 175. Wakefield, Kan. 67487
Wayne Kerslake, 205 (student), 2321 S. 5th Ave., Sioux Falls, S.D.
Gordon G. Kelley, Jr., 200 (fireman, Milw. Rd.), 535 W. Bradley Rd., Milwaukee, Wis.
Wm. J. Stephenson, Jr., 181 (retired conductor, B&O), Box 454, Parker, Ariz. 85344
R. L. Montell, 175, Rte. 2, Box 206, Lawrence, Kan. 66044
Leonard L. Blakeman, 173 (night chief dispatcher, GM&O-ATDA, TCUO), 406 Orlando Ave., Normal, Ill. 61761
Frederick F. Hauptman, 163 (statistician), 44 Hilltop Dr., West Hartford, Ct.
Joseph Weber, 160 (student), 916 Centre St., Ashland, Pa. 17921
Louis C. Hennick, 153 (U.S. Air Force Reserve), 1149 W. Chimes St., Baton Rouge, La.
Harold C. Johns, 145 (conductor, Santa Fe), 1624 Collins St., Needles, Calif. 92363
Wm. D. Sherman, 128 (fireman, MP), 108 Clearview Dr., Palestine, Texas 75801
Victor Rawstrom, 127 (whse. supt.), 5628 Baldwin Ave., Temple City, Calif. 91780
Robt. C. Brown, 125 (agent, CB&Q), 611 Sycamore St., Burlington, Iowa 52601
John L. Grecol, 122 (title examiner), 4273 Metropolitan Dr., S.W., Cleveland, Ohio
Harry E. Kelso, 117 (antique dealer), Joplin, Mo. 64801, Box 512
Robt. Jones, 110 (foreman). 131 Kendall Way, Covina, Calif. 91722
Ernest S. Peyton, 105 (office mgr., D&RGW), 15846 Via del Sol, San Lorenzo, Calif. 94580
Bill R. Bishop, 101 (engineer, MKT), 2486 Juanita Dr., Denison, Texas 75020
Charles F. Kilburn, 100 (retired conductor, CB&Q), 4040 Newton St., Denver, Colo.
Fort Collins Pioneer Museum, 95 (H. G. Smiley, Curator), 219 Peterson, Fort Collins, Colo. 80521
Gerald Ruch, 78 (brakeman, C&NW), 3834 W. 105th St., Chicago, Ill.
Albert E. Farrow, 73 (engineer, NP), 820 B St., S.E., Auburn, Wash. 98002
Wayne L. Reedy, 70 (conductor, NYC), 1228 Congress St., Middletown, Ind. 47356
David Voytanic, 68 (conductor, PRR), 3419 W. 65th Pl., Chicago, Illinois.
Norman C. Orfall, 58 (brakeman, SP), 421 W. 6th Pl., Mesa, Ariz 85201
John Savage, 52 (artist). 2276 Fair Oak View Ter., Los Angeles, Calif.
Frank L. Wilmot, 48 (brakeman, Santa Fe), 717 Flora Dr., Prescott Heights, Ariz. 86301
Wm. Morris, 48 (toolmaker), 3913 E. 3rd St., Dayton, Ohio
Wm. A. Grimm, 45, 204 Gregory Ave., West Orange, N.J.
Richard D. Fullerton, 35 (photo. engr., USAF), 54 S. Delmar Ave., Dayton, Ohio
John Rogers, 33 (student), 7 Cape Court, Millburn, N.J. 07041
Kenneth L. Kerr, 31 (switchman, UP), 4346 Fisher St., Kansas City, Kan.
Michael C. Wikman, 27 (engineer, E-L), Mt. Olive Rd.. Flanders N.J. 07836
Wm. R. Echols, 27 (control rm. Opr.), 2010 N. 38th St., Phoenix, Ariz.
John Benson, 25 (student), 1347 Washington Ave., Lorain, Ohio 44052
Prentice Gudgen, Jr., 25 (clerk), 417 W. Adams St., Pittsburg, Kan. 66762
Ralph D. Ranger, Jr., 19 (switchman, SP), 213 Carolyn Dr., Vallejo, Calif. 94590
Michael J. Hayes, 18 (clerk, SP), 1048 Highland St., Vallejo, Calif. 94590
Edward Strong, 19 (photographer), Silver City, Nev. 89428
Jon A. Heim, 17 (baker), 551½ E. Alcott St., Philadelphia, Pa.
Tom J. Mullaney, 16 (adv. agent), 933 E. Centre St., Mahanoy City, Pa. 17948
Paul Schuett, 15 (teacher), 420 N. 8th St., Blythe, Calif. 92225
Wm. J. Neill, 12 (operator, MKT), 5628 Anita St., Dallas, Texas. ●

Percy Booth, 47 Farmcrest Dr., Agincourt, Ont., Canada

Loading the mail onto Canadian National Railways train 51, the *Lakeshore*, at Oshawa, Ontario, in October, 1967; re-enactment of a time-honored scene.



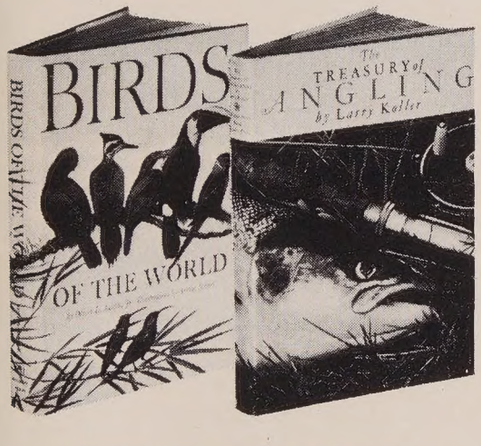
BOOK SALE!

Fascinating books, on all subjects, from presses and publishers all over the world are being offered in this spectacular book sale at truly amazing savings. These great bargains can provide you, your family and friends with hours of fun, information and diversion. Many of these fine books are profusely illustrated, luxuriously bound and true collector's items.

Look through the listings carefully and rush your order to us today. Many of these exciting values are in limited supply and will go quickly. Please yourself and your friends with these lavish gift items.

2201. THE PRACTICAL BOOK OF AMERICAN GUNS. By Capt. John Houston Craige. More than 125 Illus. Complete handbook on guns: rifle, shotgun, pistol, skeet, ammunition, sights, gun care, hunting and range techniques, etc.
Orig. Pub. at $4.95. **Only $2.98**

2682. WILD FLOWERS OF AMERICA. Ed. by H. W. Rickett. 400 Flowers in Full Color, from Paintings by Mary Vaux Walcott, with additional paintings by Dorothy Falcon Platt. 400 wild flowers of North America, shown actual size in beautiful true-to-life color, with detailed descriptions and full information as to family, geographical range, environment in which found, etc. Encyclopedic work based on authoritative publication of the Smithsonian Institution.
Pub. at $15.00. **Only $6.95**



Guns, Sports & Games

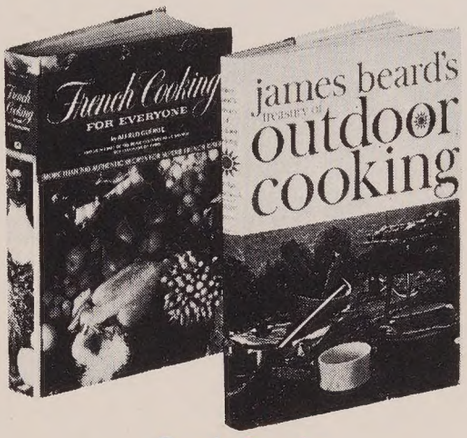
2965. HOW TO PLAY CHESS. By Emanuel Lasker. New revised edition of one of the best books for beginners. **Only $1.00**

2905. THE TREASURY OF THE GUN. By Harold L. Peterson. A gorgeous volume with hundreds of magnificent Full Color Photos, rare prints & drawings plus lively, informative text covering the history of the gun from gunpowder to magazine arms. Size 8½ x 11¾.
Pub. at $15.00. **Only $7.95**

3653. HANDGUNNER'S GUIDE. By Chic Gaylord. Over 200 Illus. The definite guidebook on modern handguns and their use, including the art of the quickdraw and combat shooting, with a fascinating chapter on the great gun-fighters of the Old West. Pub. at $7.50. **Only $2.98**

2947. SISTERS OF THE NIGHT. The Startling Story of Prostitution in New York Today. By Jess Stearn. Prefaced with excerpts from a report by Chief City Magistrate Murtagh to Mayor Wagner of N.Y. A brutally frank picture of hundreds of girls—what, how and why they ply their trade. Orig. Pub. at $3.50 .
New, complete ed., Only $1.98

4250. THE ARGOSY BOOK OF SEA STORIES. Ed. by Rogers Terrill. From the pages of ARGOSY magazine the best in sea stories have been put into a book that will delight every lover of the sea. Leslie T. White, William Holder, Bryan O'Brien, T. T. Flynn are among the top flight authors. A truly outstanding reading treat.
Pub. at $4.95 **Only $2.98**



Cook Books

2906. JAMES BEARD'S TREASURY OF OUTDOOR COOKING. With hundreds of special, brilliant color photos, paintings and other illus. The most lavish, exciting cook book ever published (good for indoors too); from a simple picnic to the most sophisticated feast.
Pub. at $12.50. **Only $6.95**

2908. FRENCH COOKING FOR EVERYONE. By A. Guerot. Beautifully illus. with 32 pages of Full Color Photos. More than 700 authentic recipes for superb French dishes, including hors d'oeuvres, soups, salads, eggs, fish, meat, poultry, sauces, breads, pastries, desserts, etc.
Pub. at $5.95. **Only $3.95**

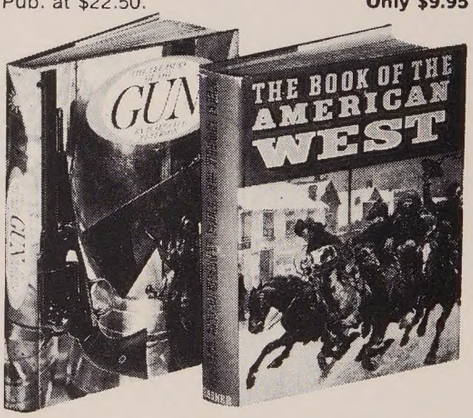
2018. A PICTORIAL HISTORY OF BURLESQUE. By Bernard Sobel. Lively text and a wealth of pictures. Burlesque from the 1860's to Minsky — the strippers, minstrel men and great comics.
Orig. Pub. at $5.95. **Only $2.98**

1398. ENCYCLOPEDIA OF EUROPEAN COOKING. Over 2,000 recipes from every country in Europe—outstanding dishes for everyday as well as festive occasions. Illus.
Pub. at $8.75. **Only $2.98**

3054. BIRDS OF THE WORLD. Text by noted Ornithologist, Dr. Oliver L. Austin, Jr. 300 especially commissioned paintings in Full Color by one of today's foremost painters of birds, Arthur Singer. More than 700 birds, at least one of each bird family of the world, are shown accurately in Full Color. Spectacular (10 x 11½) volume, one of the most beautiful of its kind ever published. De luxe Edition. Pub. at $16.95. **Only $9.95.**

HOW TO PHOTOGRAPH WOMEN. By Peter Gowland. With 200 photos of stunning models. The master of the pin-up reveals the secrets of the difficult but pleasant art of photographing females—indoors and out—dressed and undressed. Full information on makeup, light, background, film; how to get models and pose them for best results. DeLuxe edition 6 x 9.
Pub. at $3.95 **Only $1.98**

2821. THE BOOK OF THE AMERICAN WEST. Ed. by Jay Monaghan. The most magnificent array of historical fact, legend and lore about the West ever assembled in one volume. Actually 10 books in 1 volume: Beautifully illus. with drawings, paintings, engravings, historical maps, documentary art, old prints, woodcuts, lithographs, color plates by Remington, Russell, Catlin.
Pub. at $22.50. **Only $9.95**



3946. THE MACMILLAN BOOK OF BOATING. By Wm. N. Wallace. More than 200 superb illustrations plus 72 full pages in full color. This is the great history of boats and boating from Cleopatra's barge through the America's Cup Races, to steam yachts, schooners, sandbaggers, outboard runabouts, and cruisers, to sailing and powerboating today. Deluxe 8½ x 12 format. Pub. at $14.95. **Only $7.95**

Gentlemen: Please send the items whose numbers I have entered below. FILL IN NUMBERS CORRESPONDING TO TITLES HERE, IN NUMERICAL SEQUENCE.

_____

_____

_____

_____

_____

SELF HELP LIBRARY
Box 3141, Grand Central Station, New York, N. Y. 10017

☐ Payment Enclosed
☐ Check for Money Enclosed
Please include a 25¢ charge for handling and mailing expenses.

NAME (Print).....

STREET ADDRESS.....

CITY.....STATE.....ZIP CODE.....

3 COMPLETE FISHING OUTFITS
NATIONALLY ADVERTISED 1968 MODELS
2 LOADED TACKLE BOXES · 41 DEADLY LURES
411 Pcs.

FREE! If you order NOW! 2 LEAKPROOF FLOATING TACKLE BOXES

3 EXPERTLY BALANCED RODS AND REELS

SMOOTH POWERFUL

ARGOSY DIRECT DRIVE TROLLING REEL

9 ft. 3 section BAMBOO ROD

EVERYTHING YOU NEED TO GO FISHING AT ONCE

28 pc. POPPING LURE SET

POWER ACTION BLACK MAGIC FIBRE-GLASS RODS

STRONGER THAN STEEL OR BAMBOO

MARK IV LEVELWIND CASTING REEL

SELECT QUALITY MONOFILAMENT LINE

GET ACQUAINTED OFFER

$12.95 DELUXE MODEL

FISH KNIFE with SHEATH

5 pc. DROPLINE FISHING OUTFIT

NEW! SUPER "88" AUTOMATIC DUAL DRAG SPINCAST REEL

DIP NET

PUSH BUTTON • CASTING ANTI REVERSE NO BACKLASH

NEW!

4 FAMOUS TROUT FLIES

25 NATURAL BAIT LURES
SURE SHOT ACTION WITH SHRIMP, MINNOWS, GRASSHOPPERS, MAYFLIES, BUMBLEBEES, CRICKETS, LEECHES.

STAR DRAG Found only on best reels

EACH ROD BALANCED TO PERFECTION

FIELD TESTED LURES
Proven the Deadliest Dozen Yet

FAMOUS CRAFTY LURES
SELECTED FROM WORLDS MOST POPULAR ALL TIME FAVORITES

COMPLETE! NOTHING ELSE TO BUY!

SELECTED FOR YOU BY EXPERTS. This choice fish-getting tackle, used by experts, contains nationally famous brands. Each item carefully chosen—everything you need for all types of fishing. Deadly lures that are all time favorites. A veteran angler or an occasional fisherman can be proud of this precision-built kit. You can go fishing at once. Compare! You will not find a bargain like this anywhere.

LOOK! YOU GET EVERYTHING SHOWN. Super "88" Spincast Reel • Comet X3C Bait Cast Reel • Argosy Direct Drive Trolling Reel • 5 ft. 2 pc. Fiber Glass Spin Cast Rod • 4 ft. Fiber Glass Bait Cast Rod • 3½ ft. Fiber Glass Trolling Rod • 9 ft. 3 section Bamboo Pole and 25 ft. Bank Line • 41 proven Deadly Lures • 5 pc. Furnished Line • 2 Floating Tackle Boxes with removable trays • Fish Knife and Sheath • 28 pc. Popping Lure Kit • Dip Net, Stringer, Split Shot, Clincher Sinkers, Snap Swivels, Assorted Hooks, Snelled Hooks, Cork Bobbers, Popper Corks, and complete instructions. 411 pieces in all.

NIRESK DISCOUNT SALES A DIVISION OF NIRESK IND. **CHICAGO 60606**

MONEY BACK GUARANTEE!

NIRESK DISCOUNT SALES **DEPT. F8-3**
CHICAGO, ILLINOIS 60606

ORDER TODAY! If you're not 100% pleased we'll refund your full purchase price promptly.

YOU KEEP 2 FREE TACKLE BOXES REGARDLESS!

Please rush_____411 pcs. 3 Complete Fishing Sets

NAME_____

ADDRESS_____

CITY_____ STATE_____ ZIP_____

☐ I enclose $12.95 plus $1.00 for postage & handling.
☐ Ship C.O.D. I will pay C.O.D. charges & postage.

To Canada: $14.95 including Postage & Duty